THE

North-China Herald.

OFFICIAL NOTIFICATION.—It is hereby notified that until further orders, the *North-China Herald* is to be considered the Official Organ of all Notifications proceeding from Her Majesty's Legation and Superintendency of Trade in China.

H. M.'s Legation, Shanghai, 22nd June, 1860.

E. St. JOHN NEALE,
Secretary of Legation.

OFFICIAL NOTIFICATION.—It is hereby notified that until further orders, the *North-China Herald* is to be considered the Official Organ in China, of all Notifications proceeding from Her Britannic Majesty's Legation and Consulates in Japan.

H. B. M.'s Legation, Yedo, 20th July, 1861.

LAURENCE OLIPHANT,
Secretary of Legation.

VOL. XV., No. 741. SHANGHAI, SATURDAY, OCTOBER 8, 1864. PRICE, TAELS 15 ₹ ANNUM.

INTIMATIONS.

NOTICE.

CONSULATE GENERAL OF SWEDEN AND NORWAY.

SHANGHAI, *September 13th*, 1864.

THE Undersigned having been appointed Consul General in China for His Majesty the King of Sweden and Norway, has this day entered on the duties of his office.

F. B. FORBES,
Consul General.

15oc 504

CONSULATE GENERAL OF THE UNITED STATES.

Shanghai, July 9th, 1864.

TO D. LEROY, *Absconding Debtor.*

WHEREAS, A. E. ROSENTHAL, Esq., member of the firm of Messrs. BLUM, BROTHERS & Co., of Shanghai, personally appeared before me, GEO. F. SEWARD, *United States Consul General*, and made Oath that the firm now or lately doing business in Shanghai, under the name of DUNN & Co., whereof you are a member, is indebted to said firm of BLUM, BROTHERS & Co. in the sum of dollars 2638.50.

Therefore you are hereby notified, that your property in the hands of Messrs. ANGEL & Co. of Shanghai, is attached for the payment of said debt, with interest and costs, and that unless you appear before me within six months from this date, to answer in a suit commenced against said firm of DUNN & Co. by Messrs. BLUM, BROTHERS & Co. to recover said sum, Judgment will be given against you, for said sum, interest and costs.

GEO. F. SEWARD,
U. S. Consul General, Actg. Judicially.

30jy-65 483

Estate of Rt. Rev. WM. J. BOONE, *deceased.*

ALL persons having claims against, or who are indebted to the above Estate, will please communicate with the undersigned, on or before the *15th October.*

H. W. BOONE,
Executor.

15oc 501 Shanghai, 9th Sept., 1864.

NOTICES OF FIRMS.

NOTICE is hereby given that on the 30th of April last, Mr. ENOCH REISS and Mr. ISAAC REISS retired from our firm and Mr. FRIEDERICH REISS was admitted a partner.

REISS & Co.

8oc 506 Shanghai, Sept. 15th, 1864.

NOTICE.

MR. CLAUDE AUGUSTUS REES, is authorized to sign my name per procuration from this date.

F. R. GAMWELL.

17de 507 Shanghai, Sept. 10th, 1864.

NOTICE.

THE Undersigned has this day established himself as a *General Broker, Auctioneer and Commission Merchant* at this port.

JOHN THORNE,
公和 *Kung-ho,*

tf 435 Shanghai, 12th March, 1864.

NOTICE.

MR. JOHN GEORGE DUNN is this day admitted a Partner in my Business, which will in future be carried on under the style or firm of REID & Co.

DAVID REID.

tf 331 Shanghai, 1st Jan., 1864.

NOTICE.

THE Undersigned (in the absence of Mr. ALBERT ROBINSON, M. Inst., C. E.) having been appointed Agents for Messrs. RANDOLPH, ELDER & Co., Engineers and Shipbuilders, Glasgow, are prepared to give full particulars concerning the cost of Steamers, Steam Dredging Vessels, Screw Pile Wharves, &c., and to contract for same at home prices.

Plans, models, and specifications of the above can be seen on application.

GLOVER & Co.

tf 434 Shanghai, 18th May, 1864.

NOTICE.

WE have this day established ourselves at this place, as *Public Silk Inspectors and General Commission Merchants*, under the style and firm of MAERTENS, LATHAM & Co.

AUG. H. MAERTENS.
THOS. STANLEY LATHAM.

8jy-65 470 Shanghai, 1st July, 1864.

NOTICE.

I HAVE this day admitted Mr. R. H. BALDWIN as Partner in my business, which will in future be carried on under the style of J. H. WIGNALL & Co.

J. H. WIGNALL & Co.

tf 418 Shanghai, 16th April, 1864.

NOTICE.

ON the first of May 1864, Mr. JOHN BROADHURST TOOTAL was admitted a partner in the business of the undersigned in China.

NICHOL LATIMER & Co., Shanghai.
LATIMER LITTLE & Co., Kiukiang.

tf 467 Shanghai, 8th June, 1864.

NOTICES OF FIRMS.

NOTICE.

MR. EDWARD CHARLES ESSEX is *authorized to sign our Firm in China.*

GEO. BARNET & Co.

20oc 492 Shanghai, 19th Aug., 1864.

NOTICE.

I have this day admitted MR. J. W. WOOD a Partner in my Business, which will in future be carried on under the Style and Firm of CERRUTI, WOOD & Co

G. E. CERRUTI.

tf 362 Ningpo, 10th February, 1864.

NOTICE.

THE Undersigned begs to notify that he has commenced business as *Public Tea Inspector and General Commission Agent.*

W. B. KINNEAR.

tf 452 Foochow, 10th June, 1864.

NOTICE.

I have established myself at this port as *Public Tea Inspector & Commission Agent.*

E. HENRY HOW.

tf 412 Foochow, April 1st, 1864.

NOTICE.

I have this day established myself at this Port as *Merchant & General Commission Agent*, under the firm of LINCKER & Co.

A. G. LINCKER.

21ja-65 474 Swatow, 1st July, 1864.

NOTICE.

THE Undersigned have this day established a Branch of their business, as *Merchants and Commission Agents*, at this Port under the management of Mr. WILLIAM ADAMSON.

THE BORNEO COMPANY "LIMITED"

tf 218 Hongkong, 1st August, 1863.

NOTICE.

WE have this day established a branch of our firm at Kiukiang under the management of Mr. W. F. B. SAMS who is authorised to sign our firm.

INNES & Co.

tf 457 Hankow, 1st July, 1864.

NOTICE.—MR. EMIL HAGELSTANGE has this day been admitted a partner in our firm.

ALEXANDER ALISCH & Co.

8oc 500 Tientsin, 14th August, 1864.

NOTICE.

WE have established a branch of our Firm at Chefoo, and Mr. J. D. THORBURN will sign our Firm per procuration at that place.

MEADOWS & Co.

tf 297 Tientsin, 2nd November, 1863.

NOTICE.

Agents for Lloyds at Chefoo.

THE Undersigned have been appointed Agents for Lloyds at this port.

FERGUSSON & Co.

29oc 494 Chefoo, 1st Aug., 1864.

NOTICE.

I HAVE established myself at this Port as *Merchant and General Commission Agent* under the style of DETMERING & Co.

W. DETMERING.

tf 260 Chefoo, September 1863.

NOTICE.

THE interest and responsibility of Mr. P. J. BATTEKE in our firm ceased on the 30th June, and Mr. W. H. ABETZ was admitted a partner on the 1st instant.

TEXTOR & Co.

20oc 493 Yokohama, 8th Aug., 1864.

NOTICE.—The interest and responsibility of the late EDWARD BIGNY in our firm ceased on the 31st December, 1863.

ROSS BARBER & Co.
Japan, 20th August, 1864.

NOTICE.—MR. JAMES CAMPBELL FRASER was admitted a Partner in our Firm on the 1st January, 1864.

ROSS BARBER & Co.

3de 499 Japan, 20th August, 1864.

NOTICE.

WE have this day established ourselves at this Port as *Merchants and Commission Agents* under the style and firm of STRACHAN & THOMAS.

W. M. STRACHAN.
T. THOMAS.

Yokohama, 1st July, 1864.

WITH reference to the above I beg to give notice that from this date my business at this Port will be carried on under the style and firm of STRACHAN & THOMAS.

T. THOMAS.

tf 458 Yokohama, 1st July, 1864.

NOTICE.—We have this day established ourselves at this place as *Merchants and Commission Agents* under the style and firm of DIECKMANN, BROTHERS & Co.

H. WILH. DIECKMANN Jr.
RICHD. DIECKMANN.

Nekolajefsk on Amur, July 1st, 1864.

24ma 511

NOTICES OF FIRMS.

NOTICE.

MR. MARON is from this day authorized to sign our *Firm per procuration* in China and Japan.

FAJARD SCHAUWECKER & Co.

tf 438 July 9th, 1864.

NOTICE.

MR. WALTER MILLER NORTON is this day admitted a Partner in our firm.

ALT & Co.

29oc 477 Nagasaki, July 1st, 1864.

JOHN POOK,
Commission Agent
4, LIME STREET SQUARE,
LONDON,
E. C.

tf

INSURANCES.

MANCHESTER FIRE ASSURANCE COMPANY.

ESTABLISHED 1824.

CAPITAL—ONE MILLION STERLING.

Board of Directors in Manchester.

EDMUND BUCKLEY, Esq., Chairman.

DAVID HARRISON, Esq., Deputy-Chairman.

John Barratt, Esq.	John Hough, Esq.
Edmund Buckley, jun., Esq.	Bernhard Liebert, Esq.
John Chapman, Esq., M.P.	Alfred Milne, Esq.
T. Barham Foster, Esq.	Joseph Peel, Esq.
	Geo. Withington, Esq.

Board of Directors in London.

Thomas Q. Finnis, Esq., Alderman, Chairman.
John Cunliffe Pickersgill, Esq., Deputy-Chairman.
Henry C. Chilton, Esq., | Patrick D. Hadow, Esq.
William Mallalieu, Esq.

THE undersigned having been appointed Agents for this Company, are prepared to grant Policies against Fire, on buildings or their contents, in Shanghai and Hankow.

HOLLIDAY WISE & Co.

tf 514 Shanghai, 26th Sept., 1864.

China Fire Insurance Company.

Subscribed Capital Tls. 2,000,000

In 400 Shares, of Taels 5,000 each.
Paid up Capital Taels 200,000.

DIRECTORS.

F. B. JOHNSON, Esq., (Messrs. Johnson & Co.) *Chairman.*
H. H. WIGGINS, Esq., *Manager Commercial Bank of India.*
F. HENDERSON, Esq., (Messrs. Jarvie, Thorburn & Co.)
F. PORTER, Esq., (Messrs. Gibb Livingston & Co.)
J. THORNE, Esq. (Messrs. Thorne Bros. & Co.)
GEORGE TYSON, Esq., (Messrs. Russell & Co.)

AGENCIES are established at the several Ports in China and Japan.

L. JOSEPHS,—*Secretary*

tf 320 Shanghai, 22nd Aug., 1864.

NORTH-CHINA INSURANCE COMPANY.

THE undersigned, as Agents for the above Company, accept Risks on produce shipped from this Port to Shanghai, Amoy, Foochow, Swatow and Hongkong.

MAITLAND, BUSH & Co.
Hong name—Wha-kee.

tf 370 Newchwang, January 1864.

NORTH CHINA INSURANCE COMPANY.

NOTICE is hereby given that MR. JOHN STEWART MACKINTOSH has been appointed Secretary to the Company, and is authorized to sign policies and to transact the general business of the Company.

MR. WM. LEMANN will cease from this date to act as Secretary.

It is particularly requested that all communications be addressed to the Company's Office next to the Commercial Bank, with the Chinese Stamp "Pau-ka" and not to Messrs. GILMAN & Co.'s "Taiping." Firms or persons not having the "Pau-ka" Stamp will be supply on application to the Secretary.

By Order of the Directors,
W. LEMANN,
Secretary pro tem.

tf 422 Shanghai, 2. th April, 1864.

EASTERN MARINE INSURANCE COMPANY, REGISTERED.

THE business of this Company has been transferred to THE HOME & COLONIAL ASSURANCE COMPANY, LIMITED who will settle all claims on policies issued by the first named Company.

TURNER & Co.,
Agents

tf 479 Shanghai, July 26th, 1864.

THE NORTHERN ASSURANCE COMPANY.

CAPITAL £1,250,760 STG.

THE Undersigned, Agents for the above Company, are prepared to grant Insurances against Fire to the extent of £10,000 Stg. on any one Building, or on its contents.

For Terms, &c., apply to

TURNER & Co.

tf Shanghai, 3rd February, 1862.

INSURANCES.

ALLIANCE FIRE ASSURANCE COMPANY.

Capital £5,000,000 Sterling.

President:
Sir MOSES MONTEFIORE, Bart., F.R.S.

Board of Direction:

JAMES ALEXANDER, Esq., (Alexander, Fletcher & Co.)
C. J. BARNETT, Esp., (Barnett, Hoare, Barnett & Co.)
G. H. BARNETT, Esq., Glympton Park, Woodstock.
BENJAMIN COHEN, Esq., New Court.
JAMES FLETCHER, Esq., (Alexander, Fletcher & Co.)
WILLIAM GLADSTONE, Esq., (Thomson, Bonar & Co.)
G. J. GOSCHEN, Esq., M.P., for the City of London, (Frühling & Goschen.)
SAMUEL GURNEY, Esq., M.P. for Penryn and Falmouth.
JAMES HELME, Esq., Director of the Provincial Bank of Ireland.
SAMPSON LUCAS, Esq., (Lucas, Micholls & Co.)
ELLIOT MACNAGHTEN, Esq., Director of the Provincial Bank of Ireland.
THOMAS MASTERMAN, Esq., Collingwood House, Brighton.
J. M. MONTEFIORE, Esq., Director of the Provincial Bank of Ireland.
Sir ANTHONY DE ROTHSCHILD, M.P., for the City of London.
THOMAS C. SMITH, Esq., 23, Oxford Square, Hyde Park.

ASSURANCES on buildings and contents, accepted at lowest current rates. Losses promptly and liberally settled.

JARDINE, MATHESON & Co.,
Agents in China.

tf 437 Shanghai, 20th May, 1864.

COLONIAL SEA AND FIRE INSURANCE COMPANY OF BATAVIA.

THE Undersigned having been appointed Agents at this Port for the above Company are prepared to grant Marine risks on the usual terms.

Policies payable in the principal ports of India and China.

BOURJAU, HUBENER & Co.

tf 123 Shanghai 14th May, 1863.

GUARDIAN
FIRE & LIFE ASSURANCE COMPANY

11, LOMBARD ST. LONDON.

Established 1821.

CAPITAL TWO MILLIONS STERLING.

Directors.

Sir Minto Farquhar, Bart., M.P., *Chairman.*
Charles Wm. Curtis, Esq., *Depy. Chairman.*
Henry Hulsey Berens, Esq.
Henry Bonham Carter, Esq.
Charles F. Devas, Esq.
Francis Hart Dyke, Esq.
Sir Walter R. Farquhar, Bart.
James Goodson, Esq.
Thomas Hankey, Esq., M.P.
John G. Hubbard, Esq., M.P.
F. H. Jansen, Esq.
G. J. Shaw Lefevre, Esq, M.P.
John Martin, Esq.
Rowland Mitchell, Esq.
James Morris, Esq.
Henry Norman, Esq.
Henry R. Reynolds, Esq.
Abraham John Robarts, Esq.
William Steven, Esq.
Henry Vigne, Esq.

SECRETARY.
Thomas Tallemach, Esq.

ACTUARY.
Samuel Brown, Esq.

Superintendent of Fire Department.
Isaac Delvalle, Esq.

The undersigned have been appointed Agents to the above named Company in China and are prepared to grant Policies here or at any of the Treaty Ports against Fire on the usual terms.

ALFRED WILKINSON & Co.

25ju-65 455 Shanghai, 25th June, 1864.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY INCORPORATED BY ROYAL CHARTER AND ACT OF PARLIAMENT.

ESTABLISHED 1809.

CAPITAL £2,000,000.

THE Undersigned have been appointed Agents at this Port, Kiukiang, and Hankow for the above Company, and are prepared to accept risks against Fire at each place, on the customary conditions.

For further particulars apply to

GILMAN & Co.

tf 417 Shanghai, 23rd April, 1864.

LIVERPOOL AND LONDON FIRE INSURANCE COMPANY.

THE Undersigned are authorized to grant Policies against Fire on Buildings or their Contents to the extent of £20,000 at this Port and Hankow, and to £10,000 at Tientsin and Kiukiang, also on approved Chinese Buildings to the extent of £5,000.

DOW & Co.

31de 305 Shanghai, 1st January, 1864.

INSURANCES.

UNIVERSAL MARINE INSURANCE COMPANY LIMITED.

THE Undersigned having been appointed Agents at this Port for the above Company are prepared to grant Policies against Marine Risks at the Current Rates of Premium.

DOW & Co.

31de 324 Shanghai, 1st January, 1864.

BOMBAY ROYAL INSURANCE COMPANY.

THE Undersigned having been appointed Agents at this Port for the above Company are prepared to grant Policies against Marine Risks on the usual terms and conditions.

DAVID SASSOON SONS & Co.

tf 170 Shanghai, 29th June, 1863.

ROYAL INSURANCE COMPANY OF LIVERPOOL.

CAPITAL—TWO MILLIONS STERLING, INCOME—THREE HUNDRED THOUSAND POUNDS PER ANNUM.

TRUSTEES:

JOHN SHAW LEIGH, Esq. | JOHN NAYLOR, Esq.
CHARLES TURNER, Esq., *Chairman.*
RALPH BROCKLEHANK, Esq., *Deputy Chairman.*

THE Company is now prepared to grant Policies to the extent of £15,000 on any one Building of European construction or its contents, and to accept Chinese risks to the extent of £8,000 in any locality within the Settlement.

Premiums are payable in drafts at 30 days sight (favor of PERCY M. DOVE, Esq.)

BOWER, HANBURY & Co.,
Agents for Shanghai.

tf 295 Shanghai, 21st Nov, 1863.

SUN FIRE OFFICE.

LONDON.

Established in 1710.

Managers:
WILLIAM HAMILTON, Esq.,
Chairman & Treasurer.
CHARLES B. FORD, Esq.,
Deputy Chairman.

The Right Hon. W. M. BERESFORD, M.P.
The Hon. P. PELYDELL BOUVERIE.
HARRY CHESTER, Esq.
SAMUEL PEPYS COCKERELL, Esq.
RAIKES CURRIE, Esq., M.P.
JOHN DRUMMOND, Esq.
RUSSELL ELICE, Esq.
WILLIAM FRANKS, Esq.
Capt. H. G. HAMILTON, R.N.
JOSEPH HOARE, Esq.
FELIX LADBROKE, Esq.
H. F. SHAW LEFEVRE, Esq.
HENRY LITTLEDALE, Esq.
GEORGE WRADE NORMAN, Esq.
BRICE PEARSE, Esq.
CHARLES RICHARD POLE, Esq.
LAMBERT POLE, Esq.
CHARLES RANKEN, Esq.
HENRY RICH, Esq., M.P.
JOHN SHEPHERD, Esq.
HENRY STUART, Esq., M.P.
C. GEORGE THORNTON, Esq.

THE MANAGERS of the SUN FIRE OFFICE LONDON, beg leave to inform the British and Foreign Residents at Shanghai that they have constituted and appointed the undersigned as their Attorneys, to issue POLICIES OF INSURANCE against FIRE on BUILDINGS, GOODS, MERCHANDIZE, and other property, at those places.

Full particulars of RATES, &c, may be obtained on application to.

LINDSAY & Co.

tf 108 Shanghai, January 1st, 1863.

BATAVIA SEA AND FIRE INSURANCE COMPANY.

THE Undersigned having been appointed Agents of the above named Company are prepared to issue Policies of Insurance against Marine Risks to the Extent of Forty Five Thousand Mexican Dollars (Mex. $45,000.) payable in either London or Amsterdam or any of the principal ports in India and China.

HAGEMEYER & Co.

25jy-65 185 Hankow, 9th July, 1863.

AUSTRALIAN FIRE, LIFE, AND MARINE INSURANCE COMPANY.

(Liability Limited.)

MARINE DEPARTMENT.

THE Undersigned having been appointed Agents in Shanghai for this Company, are now prepared to issue Policies on Marine Risks only, on the usual terms.

Losses can be made payable in Shanghai, Hongkong, Calcutta, Melbourne, or London

AUGUSTINE HEARD & Co.

tf 308 Shanghai, 4th December, 1863

THE LONDON AND ORIENTAL STEAM TRANSIT INSURANCE OFFICE.

137, LEADENHALL STREET, LONDON.

JAMES HARTLEY & Co., *Managers.*

ESTABLISHED 1847.

THE Undersigned having been appointed Agents at Nagasaki for the above office are prepared to accept risks by first class steamers.

GLOVER & Co.

2jy-65 465 Nagasaki, 1st July, 1864.

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NEW ADVERTISEMENTS.

BRITISH CONSULAR NOTIFICATION.

In the Estate of ALPHONSE LEOPOLD TERRWEST, *late of Hankow.*

ALL persons indebted to or who have claims upon the above Estate are requested immediately to communicate with the undersigned.

J. A WEBSTER,
H.M.'s Acting Consul.

H.M.'s Consulate,
Hankow, Sept. 26th, 1864. 22oc 515

NOTICE.—The Undersigned begs to announce that he has established himself at this port as *Tea Taster and Inspector*, and all orders confided to his care will receive his best attention.

J. OSBORNE.

tf 516 Shanghai, Sept. 8th, 1864.

NOTICE.—Mr. H. A. KNOOP is from this day authorised to sign our Firm by procuration.

KNOOP & Co.

8oc-65 517 Shanghai, Oct. 8th, 1864.

OPIUM QUOTATIONS

For the week ending October 7th, 1864.

	Malwa		Patna	
	New Tls.	Old. Tls.	New Tls.	Old Tls.
October				
1, 5th			565	
3, 5th			565 a 570	
4, 5th				
5, 5th			565	
6, 5th			565	
7, 5th	565 a 570		565 a 565	

THE London Mail of the 26th Aug., due in Hongkong on the 10th Oct., and here on the 15th. It was received last year on the 14th Oct. per *Poh-kien*.

The North-China Herald.

IMPARTIAL, NOT NEUTRAL.

SHANGHAI, SATURDAY, OCTOBER 8, 1864.

WE are glad to find from the minutes of the last meeting of the Municipal Council, that the necessity for adopting some measures to relieve the foreign settlements of the number of scoundrels who infest them, has at length forced itself upon the convictions of both our own and the native local authorities. The co-operation offered by the Taotai in bringing about this result will be valuable, in regard to foreigners as well as natives, for the Chinese are naturally able to acquire better information than the foreign police, regarding the movements of criminals. About the period of last Chinese new year, the number of burglaries became so great as to create a panic among the native residents—Cantonese being, it was believed, the principal culprits. Shops were robbed by daylight; sycee was stolen in the streets, and various outrages committed of an equally daring character. Shortly afterwards a lull occurred in the record of crimes, and the settlements relapsed into fancied security. But within the last few weeks, our daily paper has again become a criminal record; piracies, robberies and murder have again become the rule rather than the exception, and the Taotai as well as the foreign residents has become penetrated by the conviction that a time has arrived when it is necessary to devise some preventive measures, in addition to those of detection which already exist. Mandarins of repute have been appointed to consider the subject and to confer with the Municipal Council which has expressed its readiness to meet them. We sincerely trust that their deliberations will result in rendering the model settlement rather less a model resort for rowdies of every nation, than it is at present. The police records, we believe, set forth the pleasing fact that between a hundred and a hundred and fifty foreigners of the rowdy class are now residing in the English and American settlements, who, for more than six months, have done ostensibly nothing to earn the living which the fact of their existence proves that they must have somehow gained. Some of the cases of crime which have lately been brought to notice, may serve to illustrate the methods to which they are in the habit of resorting. There was a case of burglary a few months ago, in which a body of some forty armed Cantonese, led by several foreigners, attacked a large native house at a short distance from the settlement; foreigners dressed in Chinese clothing were believed to have been at the head of several of the bands which committed so daring burglaries about the time of the Chinese new year; we heard lately of four foreigners who went up towards Hoochow, of whom two paid the penalty for some outrage committed on the villagers, with their lives, and two others also received severe injuries. Another individual of the same class is at present being tried by H.B.M. Consul on a charge of robbery and murder of the most atrocious nature, and his comrade lies in the U.S. gaol similarly awaiting disposal. We have heard of individuals going for a trip up country without a cent in their possession, and returning after two or three weeks with a plethora of dollars which they forthwith proceed to dissipate as rapidly and easily as they were earned. It must be confessed that this is not a pleasing picture of life in the model settlement; and that it will be highly advantageous if the approaching conference of the native and foreign officials lead to some alteration. No doubt, as the Council suggest, a system of incarceration and forced labor in the case of all persons, native and foreign, who fail to afford a satisfactory account of their presence here, would be found very effectual in the prevention of crime; but we doubt much whether the British Consul, at least, possesses the power to deal with British subjects thus summarily. It is a peculiarity of the English law that Englishmen cannot be punished unless some crime has been proved against them, and although loafing may be sufficient to attract strong suspicion towards the individual so employed, it is not criminal. Deportation would be a more appropriate and perhaps more effectual remedy; but we doubt whether a Consul would not be overstepping his authority, in passing even this sentence on any one not brought before him on a criminal charge. If this surmise be correct, it is time that the necessary power to enable a Consul to run a port like Shanghai of the bad characters who infest it, should be granted; and we hope that measures will be taken to bring the matter to the notice of government. It would be well if, at the same time, the absurdity of the regulation, under which H. B. M. Consul can only inflict one year's imprisonment on the greatest criminal who may be brought before him, were represented in the same quarter. Of course the understanding is that grave cases will be referred to the supreme court at Hongkong; but we suspect a Consul would not be benignantly regarded who acted upon this principle, in every instance where the criminality of the culprit demands it. That it is not generally acted on, we have lately had more than one proof; the sentence of Kavanagh to twelve months imprisonment for having taken an active part in the piracy of the *Teatlee*, is an instance. There can be no possible reason why English Consuls should not be invested with the extensive powers in criminal cases enjoyed by the representatives of the United States. How far the Consuls of other powers may be able to carry out the plan recommended by the Municipal Council, we are ignorant. Next to England and America, Spain contributes the largest number of rowdies from her colony of Manila. But the Spanish representative has no jail at his disposal, and the number of Spanish subjects who would have to be incarcerated at a stroke, would, we imagine, fill any moderately sized building.

SUMMARY OF THE WEEK.

THE temperature of the week which has just closed, has remained tolerably equable at a range of from 59° (night) to 72° (day.) No rain fell during the week, and the roads in the vicinity of the settlements are in consequence dusty to a degree. Little business has been done, and dulness of approaching winter seems to have fallen even upon mercantile transactions. The English Consular Court has been occupied with two important cases, one a claim for salvage brought by Messrs. Lindsay & Co. against Messrs. Cama & Co. and Nichol Latimer & Co., and the other an investigation into a charge of murder and robbery brought against a man named O'Brien by sundry Chinese. Full reports of both appear in other columns. Major General Brown left Shanghai on Monday last for Hongkong, where he will meet Major General Guy c.m. to whom he will hand over the military command in China. Mr. Lewis and his Australian Dramatic Company opened their season on Thursday evening, and announced that for the ensuing eight weeks, the theatre will remain open, a change of programme being promised for every second evening. The steamer *Sycee* owned by Yang Tu-kee was on Sunday night last, while lying near Paoshan, taken possession of by the Canton crew and firemen, aided it is thought by some miscreants from the shore. However this may have been, the Captain, an Englishman named Wilson, who was the only foreigner on board, was seized, dragged to the lower deck, and there brutally murdered with a meat chopper, his body being subsequently thrown overboard. Full possession was then taken of the vessel and property on board, the remainder of the crew and passengers were forced into the hold, and the hatches battened down. Having completed the rifling of the steamer, they scuttled her bottom with the intention of sinking her along with her passengers. These latter, however, finding the water rising rapidly, grew desperate, and at length forced their way out. One man has already been arrested and sent into the city for examination before the Shanghai Hien. Two women are also under the surveillance of the police, and will be detained as witnesses. On Thursday evening last a fire broke out in a small street running off the Maloo, but was, by the exertions of the police, quickly extinguished. The French mail of August 17th arrived on Tuesday last.

We learn from HANKOW the that *Far East* has shipped 5,402 piculs Tea and 336 piculs of gall-nuts. She left KIU-KIANG for Wusung on the 4th instant.

Our advices from YOKOHAMA extend to the 28th September, but the newspapers contain no items of interest. Fuller accounts of the Shimonosaki fighting have been published, but the extended reports add very little to what we have already learned. The *Japan Commercial News*, whose information if not always reliable is at least generally startling, publishes two translations purporting to be despatches, one addressed by the Prince of Nagato to the American Admiral (whoever he may be) denouncing the Mikado, and the other addressed by the Tycoon to twenty-one Daimios exerting them to aid in Choshu's utter extermination. We imagine that both these documents would on accurate examination be found to be fabrications.

H. B. M. CONSULAR COURT.

Friday, September, 30th, 1864.

Before SIR HARRY S. PARKES, K.C.B., *H. B. M. Consul.*

H. A. THOMAS, Esq., R.N. } *Assessors.*
J. S. COMPTON, Esq., R.N. }

LINDSAY & Co. *versus* CAMA & Co., and NICHOL LATIMER & Co.

Claim for Salvage.

A discussion arose as to the jurisdiction of the Court in determining on the salvage of a vessel. Mr. Robinson (for the defendants) put in the objection and quoted the merchant shipping act to prove that such claim should be decided by the High Court of Admiralty.

MR. MYBURGH thought that the Court was guided by the order in Council which gave the Consul power to adjudicate in any suit of a civil nature arising in the dominions of the Emperor of China. By the general term "suits of a civil nature" general jurisdiction was given to the Consul. The jurisdiction of a Consul in China is of a peculiar nature; it is ex-territorial. He then quoted a case in which it was proved that the consular courts in the Ottoman Empire had admiralty jurisdiction, and argued that the Court here also had the same jurisdiction. He submitted that the Court had full jurisdiction to judge this case.

THE COURT considered that the foreign jurisdiction act and the orders in Council were the authorities by which it should be guided, and not by the Merchant Shipping Act. The O. in C. of 1863 limited the admiralty jurisdiction of Provincial Consular Courts by decreeing that a legal vice-consul should adjudicate. Therefore, it might be a question whether this Court had jurisdiction in such a case.

Mr. ROBINSON on behalf of his clients said that if the Court would decide the case, they were willing to have it decided in this court. He considered that at least, the Court could decide the case as Arbitrator.

Mr. MYBURGH was of the same opinion.

THE COURT agreed to this arrangement and the proceedings were carried on in the usual manner.

Mr. MYBURGH said:—The claim was for salvage by Messrs. Lindsay & Co. and Mr. Bain, a pilot. Mr. Bain was cruising about in a pilot-boat below the light ship and saw a ship in a very extraordinary position. He observed as he approached her, some Chinese junks alongside with people moving about. The Chinese went off in an opposite direction when he approached. He found almost every thing cut away and destroyed by these wreckers; he sent his carpenter to repair damages. The *Vulcan* fortunately came, and Mr. Bain and the owner of the *Vulcan* became joint salvors and agreed to try to bring up the vessel. While coming up there was a stiff breeze and tide against them, and the *Vulcan* was injured to the amount of some 80 or 90 Tls. worth. The *Vulcan* was going down on ordinary business, and Captain Bunker was hailed by a pilot who told him of the wreck and told him he might make a good thing of it, if he came down to her. If he (Mr. M.) could show that the *Alice* was abandoned by her master, officers and crew it would be much in the plaintiffs' favor. The defendants might argue that the Captain went up to Shanghai for assistance, but that should be proved, and it appeared strange that he should leave his vessel to the mercy of wreckers and of the wind and waves. He (Mr. M.) considered that he was entitled to, at least, 50 per cent on the value of the ship, &c., and that the peculiar circumstances in this instance should incline the court to allow a liberal compensation. The total value was so small that even one half to the salvors would be a very small amount.

D. PATRIDGE said:—I am Captain of the *Lady Hayes*. I surveyed the barque *Alice*, and gave as my opinion that she was not worth the expense of repairing. When I first surveyed her, she was on the bank. I saw that she was a good deal injured. If there were any wind, a vessel under such circumstances would go to pieces.

To THE COURT:—As she now stands, I think the vessel is worth only Tls. 1,000. The beams may have been broken on the voyage, but my opinion is that they were broken while the *Alice* was on the bank. I think so from the fact of the rudder having been unshipped.

To Mr. ROBINSON:—I think the vessel would realise between 800 and 1,000 Tls.; not more than Tls. 1,000.

The evidence, formerly taken, of Captain Bunker of the *Vulcan* was then read by the Court. From it, it appeared that the *Alice* was aground and completely water-logged when he came alongside. But for the steamer, the *Alice* would not have got off that night. It took about fifteen minutes to take the vessel off the bank. At first, on the way up, the vessel would not steer, but on the next day, she did steer a little. The *Vulcan* was engaged for 38 hours at the wreck. He was offered Tls. 1,000 by Mr. Bain for bringing the *Alice* up, and afterwards a third of the salvage, but refused to agree to such terms.

W. B. BAIN, Pilot, said:—On the morning of Monday, the 15th August, I was cruising about in a pilot-boat at the entrance of the river. I saw the barque *Alice*, and afterwards went to her. She was lying, I think, about 10 miles N.N.W. of the light Ship. I consider that she was lying in a dangerous position. She was on the ground when I went to her. I thought she could not have had a pilot on board. As I approached I saw four Chinese boats alongside her. Three of them were fish boats, and the other a Tsung-ming junk. The latter's tonnage was 60 or 60. The others were from 6 to 12 tons. They all started off when the pilot-boat appeared. I went on board with one European, four Chinese and a servant. I found no one on board. All her running gear was gone, fore-and-aft; her rudder was unshipped. I saw salt, glass and bark lying about the deck, and sails which had been taken out of the hold. The vessel seemed to me to be a wreck. I went into the cabin. Part of the cargo was lying about there. The cabin was stripped of every thing and in great confusion. The other hatches were open as well as the hatch in the cabin. Part of the seamen's clothing also was lying about the deck. I saw a large hawser cut into about eight pieces; this must have come up from the hold. I saw the hatches themselves; they were not broken. The vessel had a very heavy list to port. I sounded the pumps and found four feet of water. She was aground fore and aft, but higher by about 18 inches forward than astern. I found the rudder unshipped and the steering apparatus entirely gone. I and my men set to work to do something for the rudder. She would certainly have been unmanageable had she got afloat just then. We were working the pumps the whole time until I put her ashore at Shanghai. It was about 11 A.M. when the *Vulcan* came alongside. I had gone on board at 11 at the forenoon of the same day. During that time we were at the pumps. The former captain of the barque, his chief officer and carpenter and three lascars, besides Captain Bunker, came on board in a boat from the steamer. I would not be sure that the carpenter and chief officer came in the boat; I think they came when the *Vulcan* came alongside. Captain Bunker agreed to lend us the services of his tug. I considered myself salvor and did not give up charge to the Captain of the *Alice*. He did not make any proposal to me to pilot the ship up. I considered myself captain and owner for the time being. The Captain broke in the door of the after-cabin. It was locked and I had the key in my pocket. We had some words about it, and I told him that I was in charge of the ship. I asked him the reason for his breaking the door. He said that he had been Captain of the vessel, but she being abandoned, that I had charge of her. He said he thought it very hard that he should lose everything he had. Captain Bunker was afraid to come alongside at first; he did not think there was sufficient water. I guaranteed that there was sufficient water. I said that if the vessel would float I would guarantee to take her to Shanghai. He then came alongside. As soon as I found the vessel move, I slipped the chain and westarted. I gave the order to my carpenter to unshackle the chain. It was unshackled before the steamer made fast alongside. We then proceeded to Shanghai and anchored at about 11½ o'clock that night, the Light-ship bearing about S. W. by W. at a distance of 2½ miles. We made about nine miles from the time we started. I did not see the Light-ship until daylight. I saw a light but did not know whether it was the Light-ship. I saw a great many lights. The only way to distinguish the Light ship's light from other lights is its brightness. It is a white Light. When looking out for it, it can be distinguished, but I was not looking for it very anxiously that night. The other lights were junk lights. There was a pretty strong wind all the time. It was not very easy to steer the *Alice*. I steered her by tackles fastened to the tiller. The wheel was broken entirely off. I think the injury to the rudder was done through the bumping of the ship. I anchored the vessel in four and a half fathom water. I anchored the vessel in shoal water for fear she should go down before morning. I did not then know the amount of damage done to the *Alice*. The Captain did not try to assume charge of the ship or deny my right to be in charge of her. It was by my directions that we came to an anchor. Every order came from me. We got away again at about 9 o'clock next morning. She touched merely, for it was low tide water, but the tug got her off without any trouble. It was high water when we anchored. It was the top of high water at about 11½ o'clock that day (15th). Next morning I ordered the steamer to hook on. The steamer drew her off and we started. At about 5 o'clock, I got the men relieved from the pump by the pilot schooner cruiser. I had kept the same men at the pump all the time. I then proceeded and put her ashore at Shanghai at about quarter to twelve that night (16th). It was entirely on my own responsibility that the vessel was beached. She was making water very fast. It was too late to send on shore and get coolies, so I thought the best thing to do was to put her on the ground. I remained on board until next morning and then went on shore, leaving the carpenter to represent me. I went on shore to ask the doctor about my leg which had been hurt by the *Alice's* hawser. I don't consider the vessel would have kept together another night on the bank. I kept an ensign flying from the mizen-mast from the time I went on board the vessel. I took the ensign from the pilot-boat *Rocket*, in which I went to the *Alice*. Finding the vessel abandoned, I took charge of her and considered myself owner.

To MR. ROBINSON:—I cannot say the exact time I boarded the *Alice*, but it was about 11 A.M. High water on the 15th must have been at about 11 or 11.30 A.M. It would be high water again in the evening about midnight. I took the *Alice* off at about 5 P.M. I have seen the ebb tide run in this river for 24 hours. I do not allude to the spot where the *Alice* was lying, I do not often go there. The water does increase and decrease although it may be running in one direction. It wanted about seven hours to high water. It was nearly low water, not quite; the tide had begun to rise at the time I took her off. I went on board at high water and took her off at low. She was not afloat by any means when we took her off. The tides are erratic both in their depth and flow, at Shanghai. It sometimes rises 12, sometimes only 4 feet. The *Alice* had an anchor out, but she was hard and fast on shore. The Chinese boats shoved away directly the *Rocket* appeared. I saw no trace of any personal effects in the cabin. I saw a broken table and two pictures, some charts and books strewn about. The hatches were all open. I did not see any sign of their being broken open. I can't tell whether they were broken open or not. I can't say how they became open. I saw no appearance of any bars; I can't say whether there were any battens. There was less water when the *Vulcan* came alongside than there was when I went on board. By saying that the rudder was unshipped, I mean that it was completely detached. The rudder was unshipped before the crew left.

To COURT:—Shears and a tackle were rigged with a view to re-ship the rudder. I saw traces of an attempt having been made to re-ship the rudder.

To MR. ROBINSON:—The steering apparatus was all gone. I shipped the rudder on the centre gudgeon, sufficiently to enable us to steer. I rove ropes to the rudder. It was with this apparatus that she was steered to Shanghai. I got part of the things from the *Alice* and part from the *Rocket*. The vessel would have been unmanageable if she had been afloat; she had no running rigging rove. She could have been steered by a steamer if the steamer had sufficient power, even if a rudder had not been rigged. I offered the captain of the *Vulcan* Tls. 1000 or a third of the salvage of the vessel. He agreed to give me the services of the tug for one-third of the salvage, provided she got in safety to Shanghai. If there had been no salvage, he would have had to run the risk, he could have claimed nothing. The agreement was made about an hour or two before he took the *Alice* in tow. It was made on board the *Alice*. The captain of the *Alice* never asked me for the key of the cabin till he had broken it in. I do not recollect what the captain said to me. He said that having found me on board in possession, he considered I had full charge of her. He further said that he had not intended to abandon her. I did not think the man was the captain; if he had been so why didn't he come and report himself to me? The *Alice* was in a very dangerous condition if I had not boarded her. The captain's men did not pump, nor did the chief mate, that I saw. In the course of the voyage to Shanghai, I did ask the chief mate to allow his men to relieve my Chinamen, and he did so. He had three lascars. I did not ask the captain of the *Alice* for permission to slip the cable when she began to move off the bank. (Mr. Robinson asked a variety of questions in the endeavour to show that the witness had made two irreconcilable statements, but the Court said that it quite under-stood the force of both observations.) Captain Rowe said she would not float two very minutes, at the time we were getting her off. I did not mean the vessel to ground; but I anchored in shallow water in order that I might be able to take to the spars and save life if she did so. On the 16th, the steamer was anchored about a cable's length off. She had steam up and came alongside without any one's orders. If Captain Rowe did call the steamer alongside, I do not know of it. Heinrich did ask me whether I would pay three men to work the pumps. This conversation took place on the evening of the 15th, on board the *Vulcan*, whilst we were towing down. The men had not been pumping previously. I might have got her off with a fair wind, by getting assistance from the *Rocket*. I could not have got her off as she lay, she was in such a state. I considered myself entitled to the ship, as a case of salvage. I did not think, if I had left the vessel, that my right would have been the same. After the vessel was in Shanghai, I did not try to take forcible possession of her. The Captain put me down on the chain cable. I was summoned to the U. S. Consulate for an assault which I never committed.

To Mr. MYBURGH.—The U. S. Consul told us that we were both to blame and were to pay the costs between us. I asked Captain Rowe to hold up a board to the steamer, with the course marked on it, as I was unable to move myself. He never interfered with me until we got in the river, when he wrote to me that he had no further need of a pilot. I replied by letter. There is no ground for the insinuation that I asked Captain Rowe's permission to slip the cable.

To COURT.—There were four feet of water when I first went on board. I was able to reduce it, till we got afloat. When I put her aground she had 6 or 7 feet. So long as she was aground I was able to keep the water under; but when she was afloat, it gained on us slightly. When I went on board she was ashore fore and aft, and I should judge that she was so still, when we got off. I am quite certain she was so. She had not changed her position. I cannot explain the peculiarity with respect to the tides. All the running rigging was gone, yards and all. I first saw Rowe, with pieces of rope which I found on board. I should judge her head was about S.W., but I cannot be sure as there was no compass on board. The sails were all bent to the yards; but the gear was all cut. We lashed the steamer alongside, and steamed ahead. As soon as I saw her moving I let slip the cable. The mate occasionally watched, steering the vessel, but without my permission. He tried to replace the running rigging. The lascars and Chinamen pumped and steered the ship among them. I did not see the carpenter doing anything particular. A vessel cannot enter Shanghai from the east, now the bank is making up to Block-house island. I am quite certain the vessel did not drift between eleven and five o'clock. I sounded all round the vessel when I went on board. There were twelve feet all round. A trifle more aft than forward; nothing to speak of. I sounded myself, and left the line hanging out over the side, so that I could tell the rise or fall of the tide. I did not see any one on board; I saw no live stock. I slept on the poop of the *Alice* on the night of the 15th; I slept very little. The Captain slept on board the *Alice*. The Captain of the steamer invited him to sleep on board the steamer, but he would not.

J. BERGSTRÖM said:—I am employed by the Shanghai Pilot Company as a carpenter. I am generally in one of the cruising schooners. I recollect going to a ship on the North Bank in the schooner *Rocket* on the morning of the 15th August. I saw some Chinese boats alongside the vessel. There was one big boat and three or four small ones. I went on board with Mr. Bain. I went in a boat belonging to the *Rocket*. We found nobody on board. The deck was strewn with articles left about by the Chinese. All the running rigging had been taken away. The *Alice* was aground and leaning over. The rudder was unshipped when we went on board and we had a great deal of work to ship it again. The rudder was out of the gudgeons altogether. The top gudgeon was broken. In order to ship the rudder, we had a boat under the stern. This was attended with danger. We shipped the rudder on one gudgeon and steered in that way to Shanghai. After the *Vulcan* came alongside, the *Alice* got afloat. She had been hard and fast all day. We worked day and night at the pumps until we got up to Shanghai. The water was kept under by the pumps. The Captain of the *Vulcan* received the order to come alongside from Mr. Bain. At first the steamer could not come alongside; she came at high water. I saw the Captain of the *Alice* and Mr. Bain talking together; I do not know what agreement they made. There was a good breeze at the time, not hard. The weather was fine. There was a short, chopping sea on. The breeze may have freshened that night, but I did not notice it. We anchored at about 12o 'clock. Mr. Bain gave the order. Up to that time I had not heard the Captain give a single order. When we anchored we were aground a little, nothing to notice; the vessel did not bump. Mr. Bain ordered the steamer to come alongside in the morning. We then went up to Shanghai and beached her. On that day also Mr. Bain was in command, and I did not hear the Captain give any order. Chinamen came on board that day to relieve the men in the *Alice*. We had an ensign hoisted at the mizen-mast. We got it from the *Rocket*. I slipped the chain. I had the chain unshackled before the steamer came alongside.

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I received orders from Mr. Bain to unshackle and to slip the chain. The ship was beached by Mr. Bain's orders. The lascars gave their assistance at the pumps on the first day when it began to get dark.

To Mr. ROBINSON:—I went on board with Mr. Bain in the *Rocket's* boat with four Chinamen. There was no one else in the boat. We kept the boat. This boat pulls three oars; four sometimes. I don't remember what became of the boat; she may have been sent back to the *Rocket* next day. When shipping the rudder I and two Chinamen were in the boat and Mr. Bain and the other two on deck. We were all employed at it. I don't know when the *Vulcan* came down. I think we were about two hours working at the rudder. When we commenced to mend it, the rudder was not shipped on one gudgeon. We succeeded in getting it on one gudgeon; I am quite sure of that. I sounded the pumps when I went on board. We had not a correct line. I imagine there were five, six or seven feet of water in her. While at the rudder there was no pumping going on. The weather was fine at that time. There was less water in the vessel when the *Vulcan* came alongside than when I went on board first. We had been pumping for two or three hours. The water in the hold was, I think, a foot lower. I don't know whether any agreement was made between Captain Bunker and Mr. Bain or between Captain Bunker and the Captain of the *Alice*. There was not sea enough to cause the vessels to roll dangerously. The vessels bumped up against each other. I did not see any of the *Alice's* crew work at the pumps. I am sure that the chief mate did not go to the pumps. On the 15th, on the way up, Mr. Bain was on the poop, giving commands. He gave orders about the course to be taken. I do not recollect any other orders. I was working at the pump. I did not take notice who steered the vessel. It might have been the chief mate of the *Alice*, I don't know. On the morning of the 16th Mr. Bain called to the steamer to come alongside. I don't recollect the words of the order. I recollect the Captain of the *Alice* holding up a board with something chalked on it to the steamer. Mr. Bain had had his leg hurt by the hawser and asked him to hold up the board. I don't know whether Mr. Bain was holding it up. I think this was on the first day; I don't quite recollect.

To Mr. MYBURGH:—Mr. Bain told me afterwards to look after the pumps. Soundings were taken by order of Mr. Bain on the way up. Sometimes I did it; sometimes Mr. Bain.

SATURDAY, *October 1st.*

C. E. HEINRICH:—I was not summoned by defendant as a witness. I was a pilot on board the *Alice*. I went on board at 2 o'clock in the afternoon of the 13th. At about ten minutes past nine, that night we got aground, Shanshan bearing N.N.E. nine or ten miles off, and the lower part of the dry North Bank bearing S.W. ½ W. I had no intention of going there. (Witness shewed by the chart the course he took from the Saddles and how he got on shore.) There was another barque nine miles to the northward of us. I have been pilot on this river for three months. When I struck I told the Captain I thought I was on the South Bank. I found a difference of one point between the ship's compass and the tug's compass. There was a breeze from the S.E. In the morning we saw the ball of the Light-ship. Did not see the light. I consider the strong northerly tide the cause of our going ashore. The night was clear. The vessel got aground fore-and-aft. She was nearly on even keel. There was a heavy sea on and she struck pretty heavily all night. She made from nine to eleven inches of water per hour. In the morning the wind and sea increased. We though there was danger of her going to pieces. At about six in the morning the rudder unshipped from the upper gudgeon. We got a tackle and lifted it up, not for the purpose of shipping is but to keep it from doing more damage. In about ¾ of an hour after the Captain said he would leave, he did quit the vessel. We put whatever we could into the boat. The Captain asked if it was advisable to stop. I told him I would remain by the ship of he would leave me the small boat and crew, and the chief officer and carpenter offered to stop with me; the Captain said if any one stopped he should be the one. I then told him if he would give me a boat I would go to Wusung to procure steam. He asked how long she would last. I said that, as the wind then was, she would not last another tide. He said that we should all take the boats and leave her. He would not let the chief mate and myself stop in the vessel. We then got to a junk and went up to Woosung. I did not think when we left that we should find the ship again. I did not think the Captain thought so either, because he said he did not expect to find the ship again. Before I left I told the Captain that if Chinamen got on board she would be dismanted by them and made worth nothing, and if foreigners found her she would be claimed by them. This was after I had offered to stay on board the *Alice*. We found the *Vulcan* at Wusung and I went on board with the carpenter and chief officer of the barque to engage her. I saw the Captain. I told him that there was a junk on shore, and that I thought he could do something if he went down, if she were still holding together. The Captain of the *Alice* told us to go to the *Vulcan*. There was no agreement made between him and the Captain of the *Vulcan*. Captain Bunker said that he might have a tow that afternoon but if not he would go to the *Alice*. I sent the boat back for Captain Rowe who came on board with his wife, and three men. Captain Bunker told Captain Rowe that he was not disengaged. Captain Rowe explained the situation of the vessel to him and told him that he might make a good thing of it if he went down, but if the vessel were broken up that he could expect no recompense from him. I think Captain Bunker went down entirely on his own responsibility. I think it was between three and four in the afternoon when we started from Wusung and went down to the *Alice*. I think it was about 1 o'clock when we went on board the *Vulcan*. When we got down to the *Alice*, we found her aground. I did not think there was water enough to go alongside. Captains Bunker and Rowe, myself, and the carpenter and chief officer of the *Alice* went on board and found Mr. Bain in charge, with his carpenter and four Chinamen. I noticed that the vessel was partly wrecked and the rigging all gone. The rudder was in nearly the same way, except that the tackle was taken out of the shears and the rudder was shipped in one gudgeon. Captain Rowe did not take charge. Had he done so, I should have considered myself pilot. It was understood that I should pilot her up, if we found the vessel all right. Mr. Bain gave orders to the tug and he told me he would not have been there had he known I was pilot of her. This, I am aware was mere compliment. I assisted to bring the ship up. I received all orders from Mr. Bain. Captain Rowe broke open the cabin door and Mr. Bain jumped down and said that he should not do that, for he was captain, owner and pilot of the vessel. Captain Rowe said he supposed he was, but that he thought he had some right there as he was former captain of the ship. That was the way I understood him; I am not sure that he used those words. Captain Rowe did nothing that I know of. Mr. Bain ordered the ship to be beached.

To MR. ROBINSON:—I have met Captain Rowe once or twice. When I left the vessel the carpenter told me that there were, I think, five feet of water in her. When the captain proposed leaving, I fully agreed with him. I should decidedly have objected to remain on board myself without a boat. I got to Wusung at about 10½ or 11 o'clock. I had been there for about two hours or so when the *Vulcan* came down. I think it was after noon then. I was sent on board the tug with the chief mate and carpenter. We went alongside the *Aerolite* in the *Vulcan*. The *Aerolite* was about a mile and a quarter beyond No. 8 buoy at Wusung. We got to the *Alice* at about 4 or 4½ o'clock. I piloted the *Vulcan* from the Light-ship up to the *Alice*. When I went on board Mr. Bain and the Shanghai Pilot Company's carpenter were at work at the rudder; they were trying to fix it on the gudgeon by the help of two wedges. I did not see any tackles rove to the rudder. About an hour afterwards ropes were rove. They were used to steer the vessel on that day. I saw, on the night of the 15th, Chinamen, Manilamen and the carpenter of the *Alice* steering her. I am not sure whether the chief mate steered. The *Alice* was not wholly steered by the *Vulcan* that night; she was greatly assisted by her. I am a qualified pilot, subject to the rules of the National Pilot Company. The proper time for a pilot to leave a ship is when the vessel is moored in Shanghai. No discharge or permission is required from the master. I think the Shanghai Pilot Company's pilots get discharges from the masters of ships. I did not consider Captain Rowe captain of the ship after he gave her up. I heard part of the conversation between Mr. Bain and Captain Bunker on board the *Alice*. Mr. Bain said he would give Captain Bunker Tls. 1,000 or one-third of the salvage if he took the vessel up. Captain Bunker said he would take her up for one-third of the salvage, and run the risk. It was soon after we came on board when this conversation took place. I was in Court yesterday when Mr. Bain was giving his evidence. I had doubts about the ship being saved by the steamer. I thought it probable that she would float. I sounded once or twice while she was on the bank. The vessel was ashore fore-and-aft. I saw the carpenter of the *Alice* at the pump once, and once or twice at the wheel tackle. The rest belonging to the *Alice* gave some assistance. They could have been dispensed with and were not necessary to take the vessel up to Shanghai. I would not have allowed them to work. The crew of the *Alice* could have taken the vessel up to Shanghai with the help of the *Vulcan* without the assistance of Mr. Bain and his men. Captain Rowe did not claim to be captain of the *Alice* when Mr. Bain said he was captain and owner.

To MR. MYBURGH:—If I had known that there was any one on board the *Alice*, I should not had gone down with captain Rowe; I would have procured a steamer and gone on my own account. I went to the *Vulcan* to persuade the steamer to go down, knowing at the time that if she went, it would be for salvage. We had no one else to pull the boat, so the first officer and carpenter came to the *Vulcan*. We had three lascars also, but there was a strong tide and the mate and carpenter volunteered. We had one or two lascars in the boat who were not pulling.

TO THE COURT:—The junk men brought us into Wu-sung readily. They treated us well when in the boat, but had some hesitation in letting us on board at first, not knowing us.

This closed the case for the plaintiffs.

Mr. ROBINSON said that instead of making any observations then, he would wait until his witnesses were examined, when he would sum up the whole.

JOHN DAVIES, carpenter of the *Alice*:—when I left the *Alice*, I left with an intention of returning. She was on shore at the time. I left my own personal effects on board. I returned to the ship; and went on board in company with Captain Rowe, Captain Bunker, the pilot Heinrich, the mate Downer, and one lascar. We of the crew went to work, by the direction of Captain Rowe. Before the ship was off, I heard the pilot Bain ask Captain Rowe "Have you any objection to my slipping the cable? The captain told him to do anything that was for the best to get the ship off. I assisted in working the vessel during our passage to Shanghai. I have been on board other vessels with pilots on board. Captain Rowe gave orders to his crew in the way in which a captain generally does with a pilot on board. When I went on board, the rudder was shipped by one pintle. There were no ropes rove to it at that time. They were rove afterwards by Mr. Downer and three lascars belonging to our crew. I saw them do it.

To MR. MYBURGH:—We left the *Alice* because we did not think it was safe to stay in her. We expected her to go to pieces shortly; the wind was rising. We left the ship in two boats; we pretty well filled them. There were thirty-two of us. It would have been impossible for us to take our personal effects in them. The captain took away his chronometer and sextant; I don't know as to any thing else. Some of his wife's clothes were taken in the boat too. He could not have taken all his effects; there was no room. When we left, I thought the chance of seeing the ship again was very small. After we got off that night, the steamer steered the *Alice* altogether. There was no one working the rudder. There was no attempt made to get the rudder into working order that night. I saw Mr. Bain's carpenter and four Chinamen; they were working at the pump by Mr. Bain's order. They were afterwards relieved by four others from one of the pilot boats. We had a pilot of our own, Mr. Heinrich. I do not know whether he took orders from Mr. Bain. Mr. Bain was at the poop of our ship, Mr. Heinrich was in the steamer all the time. I never knew the pilot of a ship go into the tug. I suppose he was piloting the steamer. I do not know from whom the *Vulcan* took the order to come alongside. There was a middling breeze when we came away; it caused the two vessels to bump against each other. There was risk of the steamer injuring herself. When she found that she was bruising herself, she cast off and both ships anchored. I do not know whether it was Mr. Bain or the captain of the steamer who gave the order to cast off.

To MR. ROBINSON:—We left the ship on Sunday the 14th. Neither of the two boats would have held all the crew. If any body had stopped on board, it would have been necessary to leave a boat for them. We should not have left the ship at all, had there not been imminent danger. I believe the carpenter who came with Mr. Bain belongs to the company. Mr. Bain asked the second four Chinamen to come. We could have done without them. There was danger in towing on the night we set off, on account of the sea working the two vessels—danger of their injuring each other.

TO COURT:—We left the vessel with the intention of returning to see whether there was any of her left. The crew requested to be allowed to leave the ship. The Captain agreed with them that it was not safe to stay by her. The *Alice* got ashore about 9.30 P.M. on Saturday. We had a pilot on board, Mr. Heinrich; he had boarded us about 2 P.M. on Saturday. It was blowing pretty fresh on Saturday night. It was blowing pretty fresh; a clear night; we were carrying top-gallant sails. There was a man in the chains. The steersmen relieved each other there; there were three. We had top-gallant sails set and all plain sail. As soon as we got ashore, we clewed up the top-gallant sails. By the time this was done, she got off; she ran over the bank. In five minutes more, she struck again, and we clewed up all sails. The anchor was let go directly we got off the first time, before she struck again. The ship bumped heavily during the night, until we quitted her, never floating again. I continued sounding the pumps every half hour. She made much water during the early part of the night, but did not make a much towards morning. It blew very strong. The sea broke over the ship. This did not injure the ship. We thought if we stayed on board any longer that it would blow too hard to get away in the boats. We saw one island. The vessel's rudder was unshipped when we left. There were nineteen inches of water in her; we pumped every two hours and easily kept the water under. The rudder unshipped at about day-break. We tried to ship it but we could not, as the sea was throwing it about. If the boats had gone under the stern they would have been smashed. I don't know how the ship's head bore. The only boats we had were a long-boat and a gig. The pilot advised the Captain to leave. From the way she bumped we thought she would go to pieces in two or three hours after we left. We had no great difficulty in getting into the boats. We intended to go back to see what became of her. It was on Sunday morning when the wind rose, that we first thought of leaving the vessel. I took a few changes of clothes with me. I don't know what others took. The Captain and mate would not allow the lascars to take things with them, for the boat was full. Twenty-one men went in the long-boat and eleven in the gig. The latter pulls four oars. There was a steam-boat in sight. I did not see a light-ship. The long-boat took the gig in tow which nearly got swamped and we were obliged to cast her off. The gig then pulled, and the long-boat sailed up to a junk lying at anchor; we boarded her, and the Captain asked them to take us into Woosung, which they did and we reached Woosung on Monday morning; we were well treated on board the junk. We did not want the fresh hands that came on board, for the mate, three men and myself were sufficient to steer, pump and take the ship to Shanghai. Two men could have pumped the ship. There were four men continually at the pump until we came up to Shanghai. Our men and the Chinamen pumped watch and watch about. Captain Rowe told our men to pump. I don't know who told the Chinamen. On the evening of the 15th, when I got on board, she had 6 ft. 4 in. of water in her. On the 16th I sounded continually whenever I was at the pumps. I found 6 ft. 2 in., and afterwards 5 ft. 11 in. water in her. We did not allow the water to gain. When I came down to the *Alice* in the tug, I went on board and walked about. Captain Roe did not tell me to do anything. I helped to lash the tug alongside. There were empty boxes strewed about and some of the cargo also which had been taken out through the hatches. When we left, I am sure the hatches were battened down. When we got up to Shanghai, the tug's sides were chafed white, and the *Alice's* rail broken away. The *Alice* is built of oak. Our own crew, some of the Chinamen, and, I think, a few hands from the steamer, hove up the anchor on the morning of the 16th. Our own crew alone steered on the 16th. The Chinamen did not steer.

J. ROWE said:—I am master and part owner of the *Alice*. On the night of the 13th August she went aground, and on Sunday morning, at about 9 o'clock, we left her. I saw no chance of assistance coming. The tide was falling and the wind rising, so I thought it would be dangerous to remain by her. I thought the best way to save property was to get to Wusung. I left, intending to go back with assistance, as I told the officers. My officers and crew and the pilot advised me to leave the vessel long before I did so. I got to Wu-sung at about 11 o'clock on the following day. We were not there more than quarter of an hour before the *Vulcan* came down. We had had some rice on board the junk before that. The ebb had, I believe, commenced to make. I made preparations to go up to Shanghai, not getting assistance at Wu-sung. I told Mr. Heinrich to hail the steamer when she came down. She stopped. The pilot asked him where he was going. He said; to the *Aerolite*; the pilot told him that our ship was on the North bank. Captain Bunker said that he would go to the *Aerolite* and come back again. He then seemed to alter his mind and told us to send a boat aboard. The pilot went aboard and came back again. I then went on board and told Captain Bunker that my ship was on the North bank, and asked him whether he would go down to get her off. This he agreed to do, if possible, or to save what he could. We went down past the *Aerolite*. On board the *Aerolite* they said that they would want steam next day. We then went back to the *Alice* at 4 or 4½ o'clock. I sent the mate, carpenter and some men on board; I went also with Captain Bunker. When I got alongside, I saw Mr. Bain, a man he called carpenter and some Chinamen. The Chinamen were pumping and Mr. Bain was on the poop. I went in the first place to the cabin and found everything stripped. I found the door closed. Mr. Bain said that was his cabin. I dashed open the door and went in. I gave him to understand that I looked upon him as nothing more than a pilot. I did not think it any use to quarrel with them, thinking that the steamer might, in that case, go away, and we be as badly off as ever. I gave orders to the crew, as usual. I told my officers and men that they were to work as hard as they could to get the ship into port; and they promised to do so; the orders I gave to my officers I gave in English. At about 7 or 7½ o'clock the steamer was lashed alongside. After about quarter of an hour or twenty minutes tugging, at the top of high water she came off. We towed until about midnight when the steamer cast off and we anchored. In the morning the vessel was aground. The anchor was helped to be heaved up by men from the steamer. We had no hands to spare from the pump. On the 15th, after we were lashed alongside, Mr. Bain asked me whether I had any objection to slip the chain. The chain was slipped. After towing for some time, the breeze began to freshen. I told my men to reive new wheel-ropes. I told Mr. Bain and captain Bunker to draw ahead. A little while after starting, Mr. Bain, who was forward on the forecastle as pilots generally are, to look out, found that the hawser was chafing. While making it all right the hawser jerked and hurt his leg. He came aft and said he was hurt. I told him he could sit down, that I would look out and he need not go forward. He asked me to let them know they were to steer W. N. W., I think. I marked the course on a board and held it up to the steamer. When we came to shoal water, I told him it was better to have the steamer alongside. He asked me to tell them, which I did. In the morning we beached her. I pointed out the place as being the best. The pilot said "We had better put her on the bank, Captain Rowe." I said "Yes, certainly." He, as pilot, would be the first to suggest such a thing in any other ship. Mr. Bain remained on board for three or four days after and then left, sending another man to relieve him. The carpenter and two men (lascars) went on board the *Vulcan* with the pilot. I told them and the pilot to go. I gave express directions to the pilot that he should send the boat back immediately. The *Alice* was not steered by her own tackles on the 15th; the steamer was lashed alongside. I saw the order of reiving the ropes to the rudder executed, and assisted myself. I believe the *Alice* is insured. It was duty that took me back to the *Alice*. As a matter of interest it was immaterial to me, whether or not I returned to her. I am sure she was insured for 10,000 rupees in one Insurance office and I believe in another also. (A discussion ensued connected with the estimates of the value of the ship, cargo and freight. The total value of the ship and cargo was Tls. 4,143.42.)

To MR. MYBURGH:—When I left the ship on the morning of Sunday, I did not think the vessel would go to pieces in a few hours. The pilot thought she would go to pieces faster than I did. I did not think she would last the day and night with that wind. I did not expect to get steam until I got to Shanghai. I was never here before, so did not know what to expect. The pilot expected to get to Shanghai next day. If the weather got finer, I should have expected to see the vessel on coming back. If I had been certain of the vessel holding together, I would have sent the second mate with a boat for assistance, and have remained on board myself. The pilot, first mate or carpenter did not offer to stay on board. I did not mean by "making a good thing of it" that the captain of the *Vulcan* should make a salvage business of it. My reason for keeping Mr. Bain on board after the quarrel, was that I thought he might have been a better pilot than the other who put the vessel on shore. The *Vulcan* agreed to take the *Alice* off for no specified sum. I said to the captain of the *Vulcan* that if he found the vessel broken up, he would get nothing. I don't think that, on that night, had the weather continued the same, the vessel would have gone to pieces if the *Vulcan* had not gone down. Mr. Bain suggested putting the vessel on shore, and I agreed. Had I objected, he might have said, the captain is mad, and taken no notice of me; and I should have been mad had I said so. I remember Mr. Bain relieving his four Chinamen. I did not then tell Mr. Bain that I did not want his men. Mr. Bain remained on board some time after we were beached. I suppose he was there to look after his own interests. I knew that he and the *Vulcan* were making a claim for salvage service. I asked my solicitor whether it made any difference whether he remained on board or not. He remained on board until he got three agreements from Messrs. Cama & Co. Frazer & Co. and Nichol Latimer & Co.? I told my solicitor as nearly as I can remember what I told here.

TO THE COURT:—I think the reason we anchored on the night of the 15th was because there were no light to be seen, and the vessels were knocking against each other. I think the pilot told the steamer to cast off and I looked to the anchor. If the captain sees nothing going wrong he has no right to interfere with the pilot. I asked the pilot how much water there was, and he said 4½ fathoms. I made no objection to his anchoring or to his statement of the water. Both of the pilots said 4½ fathoms. There was no attempt of any kind made to stir the vessel on the night of the 15th; the steamer was steering entirely. The pilot said that it would be high water at about 9 o'clock. The water had been falling for about half an hour before we left the vessel. It was about three quarters flood when we floated.

THURSDAY, *October*, 6th.

The case having been resumed,

J. R. DOWNER, first officer of the *Alice* said:—I remember the 13th August. We had a fair wind on that day, so that there was no reason for our grounding except a mistake of the pilot Heinrich. I did not volunteer to stay on board with the carpenter and Mr. Heinrich, provided the captain gave me a boat and crew. I did not hear Mr. Heinrich offer to stay on board. I thought at the time that he was more anxious to leave than any one else. When we arrived at Woosung, Captain Rowe told me to go on board the *Vulcan*. The pilot, the carpenter and two lascars were in the boat. I was ordered by Captain Rowe to go with a chronometer, a sextant, and a few other things in the boat and put them on board the *Vulcan*, and send back the boat with the lascars for him and his wife. The carpenter went back in charge of the boat. The captain of the *Vulcan* agreed to go to the *Alice*. We arrived at the *Alice*, between 5 and 6. The captain of the steamer, Heinrich, Captain Rowe, the carpenter, myself and a lascar went on board. When we went on board we found Mr. Bain on the poop and Chinamen working at the pumps. Both pumps were going. They were not pumping very fast. There were over half a dozen Chinamen pumping. Every thing moveable was gone, the hatches open, the cabin stripped of everything that could be taken out, the running gear gone and the deck strewn with things. The hatches were battend down when we left. They were nailed with composition nails and tarpaulin over them. They had no bars over them. All the cargo that could be removed without moving the timber, had been taken. Before we left, we had got shears ready for the rudder. We found them there when we came back and the rudder had been shipped. There were no ropes rove to the tiller when we came back. The crew of the *Alice* assisted on board. The pumps were kept going continually from the time we got off until we got up to Shanghai. I pumped myself. The carpenter and the three lascars also pumped. Our crew continued to work as usual on board the ship. On the 15th the *Alice* did not steer at all, the *Vulcan* steered her. No attempt was made to use the rudder. The rudder was first used on the 16th, when the steamer was sent to tow ahead of the ship. I prepared the tackle for the rudder myself, assisted by Captain Rowe and the lascars. Mr. Bain had nothing whatever to do with it. To use this tackle two men had to stand on each side of the rudder. Up to the time that this tackle was in working order, the steamer had towed alongside; she was then sent ahead. The water was then quite calm. I don't know what time in the morning the steamer went ahead. She towed that way for about four hours, and came alongside a short time after noon. When the *Vulcan* came back, she did not chafe against the *Alice*. Mr. Bain's carpenter slipped the chain and let go the anchor when getting off the bank, and helped to make fast the vessel. I don't know anything he and his men did besides, except pump and steer. Captain Rowe commanded as usual. Mr. Bain applied to me for a man to assist in pumping. After coming to Shanghai and mooring the vessel, a squabble arose between Mr. Bain and Captain Rowe. Mr. Bain interfered with an order of Captain Rowe's as to the anchor.

To MR. MYBURGH:—The night before we left the *Alice* there was rough weather, a high wind and a heavy sea. The vessel bumped very heavily during the night. At the time we left, she had nineteen inches of water in the hold. It was not safe to stop in the vessel. We had not boats to live in such a sea. We left because we were afraid the vessel would have gone to pieces and to get assistance. I had every reason to believe at the time we left that the ship would go to pieces. I did expect to see the vessel when I came back. We went to the junk to procure assistance. The junk would have been of assistance could she have got up to windward. We could have remained on board if the junk had been close for us to get off to. As the weather was then, I thought the ship would go to pieces before next morning. It was blowing very fresh all the afternoon. The pilot Heinrich said there were always steamers at Wu-sung. The weather was moderating and at Wu-sung I expected to find the vessel and save some of her cargo. I thought some of the vessel might have been broken away. We went down in the steamer to save everything that was there. I saw the rudder that afternoon. I'll swear that I saw no rope whatever rove on the tiller. All that had to be done by Mr. Bain was to lower the rudder down. It had been placed ready on the shears by us. I did not hear the order given for the steamer to come alongside, nor for the cable to be slipped. I think Mr. Bain gave the order to anchor that night; he being the pilot. Heinrich was not our pilot then. He was on board the steamer. I do not recollect Mr. Bain's four men being relieved on the 16th. I was not asleep on that day. I have been living on board the *Alice* since she was beached here. The Captain and I only spoke a few words about this salvage case. We used not to speak about it every day. It was no interest of mine. I never heard Captain Rowe speak about Mr. Bain. He might have mentioned his name. I never heard him say that if possible he would serve Mr. Bain out. I heard Mr. Bain say that if he had it in his power he would put Captain Rowe in jail like a dog. Mr. Bain's four men and his carpenter received all their orders from him. Before leaving the *Alice*, I hoisted an ensign with Union down, from the gaff. When I came back, I saw an ensign flying from the mizen-mast head. Mr. Bain said it was his ensign. I believe wreckers had been on board. The ensign halyards were flying about loose. They had been cut.

To MR. ROBINSON:—By "two or three words," I mean that I have only occasionally spoken with Captain Rowe about the salvage. I don't know whether the ensign was mine or Mr. Bain's. I don't recollect the fresh hands coming on board.

TO THE COURT:—One of our boats was a long-boat, the other was a gig. The boats were sound, but could not carry such a number. It was on account of the sea that they would not live, not because they were unsound. The long boat was a very heavy boat. Some things of the Captain's were put into the boat without the Captain or I seeing them. The Captain chucked them and some things belonging to another man, overboard, when he got into the boat. I was in charge of the gig, and the carpenter was with me. I took a few things and the men did also. It took us more than an hour to pull to the junk. We went before the wind. The long-boat sailed and the gig pulled, I thought she would have been swamped. If one boat had gone to the junk and the other remained, it could not have got to the junk afterwards, had the sea become rougher. The junk would not go back to the vessel. We went up to Wusung. That junk was the only junk in sight. I recollect seeing a low island. The vessel was lying the same way as before when we got back. She was heading north and south. Before we left the rudder was thrown about and we had lifted it up with a tackle. It had been let down and was moving easily when we came back, because the weather had moderated, not because she got into deeper water. She might have got into shoaler water. When we got back the vessel was afloat aft, with her head on the bank. When putting the chronometer and sextant, &c., on board the *Vulcan*, I did not speak to any one on board, so that any arrangement made was made by Captain Rowe.

Mr. MYBURGH wishing to prove the signature of a receipt from the junk,

NICHOL LATIMER said:—The owners of the junk had applied for reward for bringing up the people of the *Alice*. They received $200. This is the receipt. (Receipt handed in.) This statement (handed in) is a correct statement of the value of the ship, cargo and freight. The total is Tls. 4,646.6.8. The charges are those usually made by merchants here. These values (handed in) are the gross values.

Mr. MYBURGH thought salvors were entitled to claim upon the gross amounts, and he therefore disputed certain deductions made in the valuations of the defendants from the value of the cargo and freight.

Mr. LATIMER thought that salvors were entitled to claim only on the value which the owners would receive for the cargo.

(*See Supplement.*)

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INSURANCES.

PHŒNIX FIRE ASSURANCE COMPANY.

LONDON.

ESTABLISHED IN 1782.

Trustees & Directors;

DECIMUS BURTON, Esq.
TEAVERS BUXTON, Esq.
OCTAVIUS EDWARD COOPE, Esq.
WILLIAM COTTON, Esq.
JOHN DAVIS, Esq.
GEORGE ARTHUR FULLER, Esq.
CHARLES EMANUEL GOODHART, Esq.
JAMES ALEXANDER GORDON, Esq.
EDWARD HAWKINS, Jun., Esq.
KIRKMAN D. HODGSON, Esq., M.P.
WILLIAM JAMES LANCASTER, Esq.
JOHN DORRIEN MAGENS, Esq.
JOHN TIMONTHY OXLEY, Esq.
BENJAMIN SHAW, Esq.
WM. JAMES THOMPSON, Esq.
HENRY HEYMAN TOULMIN, Esq.
MATTHEW WHITING, Esq.

INSURANCES against Loss by Fire are effected by the PHŒNIX COMPANY upon every description of Property, in every part of the World, on the most favorable Terms.

The promptitude and liberality with which its engagements are always met by this Company are well known, and the importance of its relations with the Public may be estimated from the fact that since its establishment it has paid more than *Eight Millions Sterling* in discharge of Claims for Losses by Fire.

The undersigned having been appointed agents of the above Company are prepared to insure Buildings, Merchandise, Goods, and Property against Fire for *large amounts.*

They are also authorized to insure Ships in the harbour against Fire, with or without cargo.

Claims will be paid either by the Agents here or the Company in London.

HUGHES, WILLGOSS & Co.
26ma-65 387 Yokohama, 3rd Mar., 1864.

HOME AND COLONIAL ASSURANCE COMPANY,

LIMITED.

Capital, £2,000,000,

In 40,000 Shares of £50 each. With Power of Increase.

£1,000,000 Issued.

Governor: JOHN PATERSON, Esq.
Deputy-Governor: ALEXANDER FRASER, Esq.

MARINE BOARD.

Directors:

Chairman: JAMES ANDERSON, Esq., (Messrs. Anderson, Thomson & Co.)
Deputy-Chairman: JAMES McMASTER, Esq., Director of the Merchant Banking Company (Limited.)
William Patrick Adam, Esq., M. P., Blair Adam, Kinrosshire.
William Frederick Baring, Esq., Director of the Bank of Hindustan.
Stephen Busk, Esq., Director of the Merchant Banking Company.
William Duthie, Esq., Director of the Standard Bank of British South Africa.
Alexander Fraser, Esq., (Maclaine, Watson & Co., of Batavia.)
Lewis Fraser, Esq., (Maclaine, Fraser & Co.,) Singapore.
Clark Irving, Esq., Hyde Park Square.
Duncan James Kay, Esq., (Kay, Finlay & Co.,) London.
James Lyall, Esq., (Lyall, Rennie & Co.,) Calcutta.
T. W. L. Mackean, Esq., London, Chairman of the Bank of British Columbia.
Brinsley de Coursey Nixon, Esq., Queen's-gate-gardens.
Augustus Henry Novelli, Esq., (Novelli & Co.,) London and Manchester.
John Paterson, Esq., Director of the Alliance Bank.
Felix Pryor, Esq., (of the late firm of H. and J. Johnston & Co.)
John Swindell, Esq., (Swindell & Matthews,) Mincing Lane.
Henry Thurburn, Esq., 5, Queensborough Terrace.
James Wyllie, Esq., (Gladstone, Wyllie & Co.,) Calcutta.

Underwriter.

J. J. Choisy, Esq.,

Bankers.

London: The Alliance Bank, Lothbury.
" The Consolidated Bank, Fenchurch Street.

Offices.

69, Cornhill.

Agents.

Liverpool.—Messrs. Thomson, Finlay & Co.
Bombay—Messrs. Finlay, Scott & Co.
Kurrachee—Messrs. Finlay & Co.
Madras—Messrs. Binny & Co.
Calcutta—Messrs. Gladstone, Wyllie & Co.
Rangoon—Messrs. Gladstone, Wyllie & Co.
Singapore—Messrs. Maclaine, Fraser & Co.
Penang—Messrs. Fraser & Co.
Batavia—Messrs. Maclaine, Watson & Co.
China—Messrs. Turner & Co.
Mauritius.—Messrs. Scott & Co.

The undersigned having been appointed Agents for the above Company in China, are prepared to issue Policies upon Marine Risks, at current rates of premium.

TURNER & Co.
tf 480 Shanghai, 26th July, 1864.

"HAMBURG—BREMEN FIRE INSURANCE COMPANY."

THE Undersigned having been appointed Agents in China for the above named Company are prepared to grant Policies against Fire at Shanghai to the extent of £10,000,—on one risk, as under:

1.—On Buildings or on their contents.
2.—On Ships, lying in port, or on their contents.

For further particulars apply to

WM. PUSTAU & Co.,
Agents in Shanghai.
tf Shanghai, 1st December, 1858.

INSURANCES.

THE LANCASHIRE INSURANCE COMPANY.

THE Directors of the Lancashire Insurance Company have appointed Messrs. W. R. ADAMSON & Co. Agents for the Company at Shanghai.

By Order,
GEORGE STEWART,
General Manager.
tf 240 Manchester, July 1863.

NOTICE.

BATAVIA SEA AND FIRE INSURANCE COMPANY.

THE Undersigned having been appointed AGENTS IN CHINA for the above-named Insurance Company, are now prepared to issue Policies against Marine Risks upon the usual terms, to the extent of Mexican $47,000 by Sailing Ship, and Mexican $90,000 by Steamer.

WM. PUSTAU & Co.
22oc-64 Shanghai, 18th April, 1862.

PHŒNIX FIRE INSURANCE COMPANY.

THE Undersigned are now prepared to grant Policies in this Office on the usual terms and conditions to the extent of Shanghai Taels 15,000 on the contents of any one building, situated on the British Concession at Tacchulin, Tientsin.

SMITH, KENNED & Co.
tf Shanghai, 25th August, 1862.

NORTHERN ASSURANCE COMPANY.

THE Undersigned have been authorised to GRANT POLICIES against Fire on buildings owned by Europeans and in the occupation of Chinese, provided such buildings are of first class construction and situated in the Foreign Settlement.

TURNER & Co.
tf Shanghai, 9th April, 1862.

COMMERCIAL UNION ASSURANCE COMPANY.

Marine Branch: 5 ROYAL EXCHANGE AVENUE, LONDON.

CAPITAL,.....2,500,000.

THE Undersigned having been appointed Agents for the *Marine Branch* of the above Company, are prepared to issue Policies at current rates of Premium.

GIBB LIVINGSTON & Co.
tf 258 Shanghai, 14th Oct., 1863.

YANGTZSE INSURANCE ASSOCIATION.

THE Undersigned, having been chosen Secretaries and Agents of this Association are prepared to issue Policies upon Marine Risks at current rates of premium.

Policies can be made payable in London, New York, Bombay, Calcutta, Singapore, Hongkong, Fuchau and Shanghai.

In addition to the usual brokerage, this Association returns to the assured of each year, at the close of each current year, fifteen per cent of the profits of the Company for that year, divided *pro rata* to the amount of premiums paid by each Policies holder.

The following appointments of Agents for the Association have been made in the Northern Ports of China and in Japan.

S. W. POMEROY, JR. Esq., *at Tientsin.*
Messrs. KNIGHT & Co., " *Newchwang.*
" MEADOWS & Co., " *Chefoo.*
" WALSH & Co., " *Nagasaki.*
" WALSH, HALL & Co., " *Kanagawa.*
RUSSELL & Co.,
Secretaries.
tf Shanghai, 1st November, 1862.

PHŒNIX FIRE INSURANCE COMPANY.

THE Undersigned are prepared to grant Policies in this Office on the usual terms and conditions to the extent of £10,000, on any one Building with its contents, or to the extent of £30,000 on three or more separate buildings in the same occupancy.

SMITH, KENNEDY & Co.
tf Shanghai, 25th February, 1859.

IMPERIAL FIRE INSURANCE COMPANY.

THE Undersigned having been appointed Agents for the above named Company, at this Port are prepared to grant Policies against Fire to the extent of £10,000 on Buildings or on Goods stored thereon.

GIBB, LIVINGSTON & Co.
tf Shanghai, 15th September, 1858.

NETHERLANDS INDIAN MARINE AND FIRE INSURANCE COMPANY OF BATAVIA.

THE Undersigned having been appointed Agents for the Company in China, are prepared to grant Insurance on ORDINARY MARINE Risks to Europe, United States, India, the Straits, Java, or the Colonies, at the Rates of Premium current with the Local Offices. *Policies payable in* London, Hongkong, Singapore, Penang, and Batavia.

TURNER & Co.
tf Shanghai, 13th February, 1857.

FOR SALE.

FOR SALE.

SHERRY Yasi's in 2 & 3 doz. cases, Tls. 8 p. doz
Port, " " " " " 8 "
Champagne, in 1 " " " " 12 "
Claret, (Barton & Guestier's)
St. Julien, in 1-doz. cases, " 8 "
Medoc, 1 " " " 5 "
Cognac Brandy, 1 " " " 10 "
do. do. 1 " " " 6 "
India Pale Ale, 4 " casks " 2 "

CHAPMAN, KING & Co.
tf 223 Shanghai, 12th September, 1863.

WORKS ON SALE.

At the Presbyterian Mission Press.

BROWN'S COLLOQUIAL JAPANESE or Conversational Sentences in English and Japanese. .....$6.00.
Martin's ANALYTICAL READER. a Short Method for Learning the Chinese written Language, ...$4.00.
EDKINS' MANDARIN GRAMMAR—a Grammar of the Chinese Colloquial Language commonly called the Mandarin Dialect. .....$5.00.
EDKINS' PROGRESSIVE LESSONS in the Chinese spoken language .....$2.00.
Culbertson's China or DARKNESS IN THE FLOWERY LAND, ...$1.00.
Hernisz's Guide to Conversation in the English and Chinese Languages.....$3.00.
Macgowan's Phrases in the Shanghai Dialect. .....$5.00.
27ju-65 153 Shanghai, 27th June, 1863.

FOR SALE.

FOR SALE.

GIESLER'S Creaming Champagne, Port, Sherry, &c., &c.

SMITH, KENNEDY & Co.
tf Shanghai, 16th September, 1859.

HOUSES & LAND.

NAGASAKI.

TO Let, a dwelling House pleasantly situated on the Sagaramatre hill, particularly well adopted for invalids, or families intending to spend the summer there.

The House consists of four reception Rooms on the ground floor and four bed rooms upstairs.

Kitchen, good offices, large gardens, all in complete order.

For particulars apply to

BUISSONNET & Co.,
Shanghai.
PIGNATEL & Co.,
Nagasaki.
tf 453 Shanghai, 18th June, 1864

BANKS.

NOTICE.

THE Copartnership, in the Banking business heretofore existing between EUGENE KELLY, of the City of New York, and JOSEPH A. DONOHOE, WM. C. RALSTON, and RALPH S. FRETZ, of San Francisco, under the firm name of EUGENE KELLY & Co., New York, and DONOHOE, RALSTON & Co., San Francisco, will cease on the *First Day of July*, 1864, EUGENE KELLY and JOSEPH A. DONOHOE withdrawing from the Copartnership.

The business will be settled in New York by EUGENE KELLY, and in San Francisco by WM. RALSTON and R. S. FRETZ.

EUGENE KELLY,
[Per J. A. Donohoe, Attorney.]
JOSEPH A. DONOHOE,
WM. C. RALSTON,
R. S. FRETZ.
San Francisco, June 13th, 1864.

The undersigned, calling attention to the foregoing card, giving notice that they will continue the business of the above Copartnership under the firm name of FRETZ & RALSTON, until the *Fifth Day of July*, 1864, when the same will be transferred to THE BANK OF CALIFORNIA, whose official circular is hereunto annexed.

WM. C. RALSTON,
R. S. FRETZ.
San Francisco, June 18th, 1864.

THE BANK OF CALIFORNIA

INCORPORATED UNDER THE LAWS OF THE STATE.

Capital Stock (paid up in gold coin)

$ 2,000,000!

WITH THE PRIVILEGE OF INCREASING

—TO—

$ 5,000,000!

STOCKHOLDERS.

SAN FRANCISCO.

D. O. MILLS,
WM. C. RALSTON,
R. S. FRETZ,
J. B. THOMAS,
LOUIS McLANE,
ASA T. LAWTON,
WM. E. BARRON,
THOS. BELL,
JNO. O. EARL,
WM. NORRIS,
J. WHITNEY, JR.,
G. F. GIFFIN,
WM. ALVORD,
JOSEPH BARRON,
A. J. POPE,
HERMAN MICHELS,
FREDERICK BILLINGS,
GEORGE H. HOWARD,
H. F. TESCHEMACHER,
A. HAYWARD,
MOSES ELLIS,
A. B. McCREARY,
R. M. JESSUP,
SAMUEL KNIGHT,
A. C. HENRY,
J. C. WILMERDING,
ALPHEUS BULL,
H. W. CARPENTIER.

Portland, Oregon.
JACOB KAMM.

D. O MILLS,..... .....*President.*
WM. C. RALSTON,.....*Cashier.*

Correspondents in New York, LEES & WALLER, No. 33, Pine Street.
Correspondents in London, BANK OF LONDON.

The above named corporation has been organized for the purpose of carrying on the Banking and Exchange business, in all its branches, in this city, and with the interior of this State, the neighboring State and Territories, and with Mexico; also, with the Atlantic cities, Europe, China, and the East Indies; for which it is provided with ample facilities.

With the view of giving to the business of the corporation all the efficiency and promptitude of a private banking firm, together with that confidential seclusion of private business matters so generally desired, the immediate management of its affairs is committed exclusively to D. O. MILLS and W. C. RALSTON, as President and Cashier respectively, to whom, or either of them, the customers of the Bank will apply on all business matters.

Trustees:

D. O. MILLS,
LOUIS McLANE,
WM. NORRIS,
JOHN O. EARL,
HERMAN MICHELS,
W. C. RALSTON,
J. B. THOMAS,
THOMAS BELL,
A. J. POPE,
G. F. GIFFIN,
JAS. WHITNEY, Jr.

17de 508 San Francisco, July 5th, 1864.

THE HONGKONG AND SHANGHAI BANKING COMPANY.
(LIMITED.)

CAPITAL...$5,000,000,
In 20,000 Shares of $250 each.

TO BE INCORPORATED BY CHARTER.

Provisional Committee.

Hon. F. CHOMLEY, Esq., (Messrs. Dent & Co.)
A. F. HEARD, Esq., (Messrs. Augustine, Heard & Co.)
THOMAS SUTHERLAND, Esq., (Superintendent P. & O. S. N. Co.)
G. F. MACLEAN, Esq., (Messrs. Lyall, Still & Co.)
DOUGLASS LAPRAIK, Esq.
W. NISSEN, Esq., (Messrs. Siemssen & Co.)
H. B. LEMANN, Esq., (Messrs. Gilman & Co.)
W. SCHMIDT, Esq., (Messrs. Fletcher & Co.)
ARTHUR SASSOON, Esq., (Messrs. David Sassoon, Sons & Co.)
ROBERT BRAND, Esq., (Messrs. Smith, Kennedy & Co.)
PALLANJEE FRAMJEE, Esq., (Messrs. P. & A. C. Camajee & Co.)
WM. ADAMSON, Esq., Manager, Borneo Company Limited.)
GEO. J. HELLAND, Esq., (Messrs. John Burd & Co.)
RUSTOMJEE DHUNJEESHAW, Esq., (Messrs. P. F. Cama & Co.)

Consul.

E. H. PALLARD, Esq.

The Scheme of a Local Bank for this Colony with Branches at the most important places in China, has been in contemplation for a very long period.

The local and foreign trade in Hongkong and at the open ports in China and Japan has increased so rapidly within the last few years that additional Banking facilities are felt to be required.

The Banks now in China being only Branches of Corporations whose head quarters are in England or India, and which were formed chiefly with the view of carrying on exchange operations between those countries and China, are scarcely in a position to deal satisfactory with the local trade which has become so much more extensive and varied than in former years.

This deficiency the Hongkong and Shanghai Banking Company will supply, and will in fact assume the same position with relation to this Colony as the Presidency Banks in India, or the Banks of Australia in their respective localities.

The Establishment of a Mint in Hongkong, providing an adequate supply of proper currency, will render a local Banking medium essential to carry out its operations, and the almost certain disappearance of the existing Compradorie system (so far as money is concerned) will also ensure Banks becoming in course of time the exclusive medium for the transaction of the monetary operations connected with trade.

For the anticipated success of this enterprise there are therefore ample grounds; and the great prosperity which has attended the working of other local associations in China clearly shows that the largest profits are obtained by those Public Companies which possess an interested local body of Proprietors or Shareholders whose support naturally forms a chief element of remunerative success.

The Bank will commence operations simultaneously in Hongkong and Shanghai and as the importance of its business at the latter place must be very great, it is intended to establish a local Board of Directors there for more effectually meeting the work. As circumstances render it advisable the Bank will establish Branches at other places.

In the distribution of Shares, Hongkong and Shanghai will equally participate. Shares will also be reserved for the other ports in China and Japan and for persons residing elsewhere, who are directly interested in the China Trade.

Applications for Shares must be addressed until further notice, to the Provisional Committee, care of

Messrs. DENT & Co.
tf 486 Shanghai, 3rd August, 1864.

THE

Oriental Bank Corporation.

(INCORPORATED BY ROYAL CHARTER, 30TH AUGUST, 1851.)

PAID-UP CAPITAL, £1,260,000.
RESERVED FUND, £252,000.

COURT OF DIRECTORS.

HARRY GEORGE GORDON, Esq., *Chairman.*
WILLIAM SCOTT BINNY, Esq.,
Deputy-Chairman.
JAMES BLYTH, Esq.
JOHN LOWIS BONHOTE, Esq.
WILLIAM WALTER CARGILL, Esq.
ALEXANDER MACKENZIE, Esq.
LESTOCK ROBERT REID, Esq.
PATRICK F. ROBERTSON, Esq.
CHARLES J. F. STUART, *Chief Manager.*
PATRICK CAMPBELL, *Sub-Manager.*

BANKERS.

BANK OF ENGLAND.
UNION BANK OF LONDON.

AGENTS IN SCOTLAND.

NATIONAL BANK OF SCOTLAND.
COMMERCIAL BANK OF SCOTLAND.
R. DUNDAS CAY, 23, St. Andrew Square, Edinburgh.

AGENTS IN IRELAND.

PROVINCIAL BANK OF IRELAND.
THE NATIONAL BANK.

HEAD OFFICE- THREADNEEDLE STREET, LONDON, E.C.

SHANGHAI AGENCY.

Banking.

THE Corporation receive money on Deposit, re-payable on demand, upon which no interest is allowed.

They also receive money on Fixed Deposit, re-payable at Twelve Months Notice, upon which interest at Five per cent per annum is allowed.

They discount Bills and Notes payable in Shanghai, having at least two approved names unconnected in general partnership, and they make advances upon Bullion and Goods not of a perishable nature, in the custody of the Bank.

Exchange.

The Corporation issue Drafts on the Bank of England payable on demand, and on the Union Bank of London payable at Six months sight; and they grant Circular Notes for the use of travellers, negociable in all towns of importance throughout the world.

They also issue Drafts on the Agencies and Branches of the Corporation at Hongkong, Yokohama, Bombay, Calcutta, Ceylon, Madras, Mauritius, Melbourne, Singapore, and Sydney, at the exchange of the day.

Bills payable in Europe, or in any of the above places are purchased or remitted for collection.

Information as to the rules of business may be had at the Office, or on application by letter to the Agent

D. McLEAN,
Acting Agent.
tf 490 Shanghai, August, 1864.

BANKS.

ASIATIC BANKING CORPORATION.

INCORPORATED BY ROYAL CHARTER.

Authorised Capital £2,000,000.
Subscribed Capital £500,000 of which £300,000 is paid, and remainder in course of being called up.
Head Office—No. 4 Lombard Street.

BOARD OF DIRECTORS.

Francis Boykett, Esq., Chairman (Messrs. Timothy Wigging and Co.)
J. A. Russell, Esq., Deputy-Chairman (Messrs. Grey and Coles, and Grey and Co., Bombay.)
Thomas Cardwell, Esq., (Messrs. Thomas Cardwell and Co., and Cardwell, Parsons and Co., Bombay.)
Charles A. Pearon, Esq., (Messrs. Pearon and Co., late of Messrs Augustine Heard and Co., China.)
William Maitland, Esq., (Messrs M'Kilop, Stewart and Co., Calcutta.)

COMMITTEE IN BOMBAY.

The Hon. Michael H. Scott (Messrs. Ritchie, Steuart, and Co.)
Robert Hanmy, Esq., (Messrs. Grey and Co.)
Cowasjee Jehanghier, Esq.
GENERAL MANAGER.—Harry John, Esq., late Agent at Bombay for Chartered Mercantile Bank of India, London and China.

BANKERS.

The Bank of England.
The London Joint Stock Bank.

BROKERS—Messrs. Foster and Braithwaite.
SOLICITORS—Messrs Freshfields and Newman.

AUDITORS.

Messrs Coleman, Turquand, Youngs and Co.

Agencies and Branches are being organised at Bombay, Calcutta, Singapore, Ceylon, Hongkong, and Shanghai.

The Corporation will shortly be prepared to grant Drafts, and negociate Bills of Exchange payable at the above places, issue Letters of Credit, and conduct every description of Banking business connected with the East.

6fe 485 6th August, 1864.

MISCELLANEOUS.

WATSON, CLEAVE & Co.

Chemists & Druggists,

~~From ALLEN'S of London, and DUNCANS of Edinburgh,~~

NANKIN ROAD, NEAR THE BUND,

SHANGHAI.

大藥房

tf 512 Shanghai, 1st October, 1864.

E. & H. T. ANTHONY & CO.,

501, BROADWAY, NEW YORK.

MANUFACTURERS of fine Photographic Chemicals, Paper, and all Photographic requisites, also of Photographic Albums and Stereoscopes.

18ju-65 454 June 18th, 1864.

N. BIRKENSTAEDT & CO.,

ARCHITECTS AND CIVIL ENGINEERS.

SIN-TUK-KEE, FOOCHOW ROAD.

tf 475 Shanghai, 23rd July, 1864

JOHN GAVIN,

CIVIL ENGINEER AND ARCHITECT.

HANKOW.

tf 405 9th March, 1863.

A. MARKS and Co.,

Auctioneers and Commission Agents.

YOKOHAMA,
JAPAN.

tf 264 Yokohama, 5th October, 1863.

McKENZIE & CO.,

Ship Chandlers, Store-keepers, and Provisioners,—Soda Water, and Lemonade Manufacturers.

YANG-KING PANG,
SHANGHAI.

WHITFIELD & KINGSMILL,

CIVIL ENGINEERS AND ARCHITECTS.

Yew-hun.

Orders received for Machinery and Iron work of all descriptions to be executed in England under the superintendence of an Experienced Civil Engineer and Machinist.

tf 34 Shanghai, 23rd January, 1863.

HALL & HOLTZ,

SHIP CHANDLERS, STORE KEEPERS AND BAKERS,
BREAD AND BISCUITS.
SHANGHAE.

W. M. MORGAN & CO.,

Brokers, Commission Agents, and Auctioneers,

D'AGUILAR STREET,
tf. HONGKONG.

Wm. DATO and Co.,

GENERAL STORE-KEEPERS, WINE AND SPIRIT MERCHANTS,
SHANGHAI.

Yang-king-pang, Corner of Rue Montauban.
tf Shanghai, 4th April, 1862.

Edited by R. ALEXANDER JAMIESON.
Printed & Published every Saturday, at the North-China Herald Office, Shanghai.]

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To Mr. MYBURGH:—We are not agents for the ship. We are agents for the charterer and for a part of the cargo. In paying the junk I did so at the desire of the Captain. He had the best right to do so. Messrs. H. B. Cuma & Co., the agents of the vessel, sent the applicants from the junk to me. I think the portion of the cargo consigned to me is insured in an Indian office.

Mr. ROBINSON summed up the evidence, and stated that the defendants had been quite willing to pay a reasonable sum for the services rendered by the plaintiffs; but that as agents for absent parties, they did not feel justified in assenting to the payment of 50 per cent on the value of the ship, cargo and freight, which had been claimed by the plaintiffs, and which was, he said, the highest sum awarded to the most meritorious salvage services. He contended that the *Alice* was not derelict, and cited the case of the *Aquila* and other authorities to shew that where a master left his ship on the coast, with the intention of procuring assistance and returning to his ship, such a ship was not by law considered derelict. The intention of Captain Rowe to return was, he said, clearly proved by the plaintiffs' witnesses, as well as his own, and was carried into effect. He stated that neither "derelict" or "salvage" conferred any property on the salvor, and submitted that the conduct of Mr. Bain in opposing the authority of Captain Rowe was most improper, and diminished, if it did not destroy, his right to salvage remuneration; in support of which proposition he cited various authorities. He contended that the ingredients of salvage services, as defined by Sir J. Nicholl, existed in the slightest degree in this case, and that the salvors were consequently entitled to small reward. There was no personal danger to the salvors, but trifling danger to the property actually saved, all that could be taken had been taken, no particular skill had been shewn by the plaintiffs, and the salvage was really due to the activity of Captain Rowe in procuring the assistance of the *Vulcan*, without which Mr. Bain could have done nothing. He cited the cases of the *Sir W. Beckford* and the *Nicolas*, and contrasted the risks of the salvors in these cases with those in this case, and submitted that the exorbitant demand made by the plaintiffs compelled the defendants to resist this claim. If such services were to be highly remunerated, how were dangerous salvages to be rewarded. The Chinese junk which conveyed the crew of the *Alice* to Woosung, had considered $200 a sufficient reward, and that sum had been paid to them. He thought a sum should be fixed as a proper remuneration for the services rendered by the plaintiffs, and then deduction should be made for the misconduct of Mr. Bain, the extravagant claim of the plaintiffs, and the value of the material services actually rendered by the Captain and crew of the *Alice*, to which her rescue was greatly attributable.

Mr. MYBURGH said that in a case tried at *Nisi Prius* before twelve common jurymen, it was customary and necessary perhaps to recapitulate the evidence that had been adduced at the trial. To do so before a Court constituted as this Court is, would be mere waste of time. In every case of such a nature as this there must be discrepancies, if not contradictions, in the testimony of the witnesses, but the discrepancies in this case were unimportant and of so trivial a nature that they did not tend in any way to discredit the witnesses for the plaintiffs. In all important particulars they agreed, and were corroborated by the witnesses for the defendants, whilst there was this to be said for the plaintiffs' witnesses, they neither colored nor exaggerated facts to which they spoke; whilst the two principal witnesses for the defendants were evidently influenced by the strongest feelings of self-interest and of prejudice, if not of actual hostility, towards one of the plaintiffs. He (Mr. M.) submitted that the plaintiffs were fully entitled to the per centage on the gross value of the ship, cargo and freight which they claimed. There was every proof that splendid and meritorious services had been rendered, and these services having been rendered successfully in the case of a derelict, entitled the plaintiffs to one moiety at least, that being the amount usually awarded by the High Court of Admiralty in analogous cases. It was quite true that to establish a case of derelict there must be no *animus revertendi aut spes recuperandi*. In the case before the Court was there either? He (Mr. M.) maintained that although the witnesses for the defendants stated there were both, as to the first, it was a mere afterthought, and could not have existed at the time of their leaving the *Alice* in the perilous situation she was in, for they stated that they expected her to go to pieces in three hours, or, at best, that another tide would be as much as she would keep together through. But it would be for the Court to say whether the intention existed at the time of the abandonment of the ship, or, if it did exist, whether it was reasonable and fell within the definition of *animus revertendi*, for the evidence shews that not one had a hope of seeing the ship as they had left her. The captain and pilot told Captain Bunker that they thought he might make something by going to the wreck. That shews that they expected to find little more than the spars and the timber forming part of the cargo floating about near the scene of the wreck. It must be observed that the captain and the crew placed in the boats whatever the boats could contain. One thing was quite clear, and that was that if there was a chance of the captain finding the ship as he had left her, he would have left one boat and boat's crew and would have sent the other to Shanghai for assistance. A case in point, supposing the captain and crew did leave to get assistance, was the *Coramandel* and *Swabey* Report, very analogous to the present, in which it was held that "where the captain and crew leave the vessel for the preservation of their lives, a mere intention of sending a steamer to look for the vessel does not prevent it from being a derelict." That case defined the cases in which the intention of returning in the hope of finding the ship abandoned, were rational. All the ingredients of a salvage were found in the case before the Court. There was enterprise in Mr. Bain and in the Captain of the *Vulcan*, in assisting the *Alice* when in distress and in rescuing valuable property. The property was rescued from most imminent peril. Had the *Vulcan* not come to the assistance of the *Alice* on the night of the 15th, she would certainly have received so much additional injury that it would have been impossible to get her off the bank on the next day. The *Vulcan* in going down took the risk of bad weather coming on, with the breeze blowing on the night the *Alice* got off. It was in evidence that the *Vulcan* was severely injured. The injury was not to be estimated by the amount of the repairs, but by the depreciation in value of the tug. Great skill and labor had been required and displayed by the sailors. Nothing that could have been done by Mr. Bain, the *Vulcan* and his assistants, was left undone. The Court would not overlook the fact that by the presence of Mr. Bain, the wreckers, who had already plundered the *Alice* of the running rigging and of everything moveable on which they could lay hands, were deterred from repeating their visits and perhaps scuttling her effectually. Some weight would be given to the fact that the expenses and remuneration for tug-boats and nautical men were so much greater in Shanghai than in England and that the sums given by the Court of Admiralty must guide the Court in a qualified manner only. And with reference to the state of things in Shanghai, at the best and with the most liberal reward, the plaintiffs would receive little more than ordinary remuneration, but to this remuneration they were clearly entitled. Property to a large amount had been risked to save property that turns out to be worth little more than Tls. 4,500. And if the Court acted upon the principle adopted by the Court of Admiralty, in which it had been stated repeatedly that consideration for the public, the interests of commerce, the benefits and security of navigation and other circumstances rendered it proper that a salvage reward should be made upon the most liberal scale, a very liberal reward should be given to the salvors. Mr. M. then quoted authorities to shew that it was a settled doctrine of the Court of Admiralty that no pilot is bound to go on board a vessel in distress to render pilot service for mere pilotage reward; also to shew that the loose conversation between Captain Rowe and Captain Bunker would not take the case out of the rule giving salvage reward. He then went on to quote cases in which a moiety had been given to salvors, and submitted that the plaintiffs were fully entitled to the per centage on the gross value of ship, freight and cargo which they claim, and submitted that even this would be but poor compensation for the risk and labor incurred.

Judgment was reserved.

H. B. M.'s CONSULAR COURT.

Before Sir H. PARKES, K. C. B.,
H. B. M. Consul.
Shanghai, Oct. 4th, 1864.

MURDER & ROBBERY.

JOHN SMITH O'BRIEN, having been placed in the dock, acknowledged that he was a British subject, and stated he had formerly been a shoemaker. He had been in Shanghai for only four years.

The charge against the prisoner was then read as follows:—

"That JOHN SMITH O'BRIEN, being a British subject, without particular employment, did, in company with another foreigner named Curtis, on or about the 16th of September last, murder or was accessory to the murder of a certain Chinese, and within the same month did commit divers acts of robbery or larceny.

Mr EAMES watched the case for the prisoner.

CHANG A-SHUN, a servant on board at the time of the alleged murder, LEEN YO, the sister of the woman kept by O'Brien, LIN LAI-KUO, a boatman, and TUN A-SHI, the woman who lived with the prisoner, were brought into Court, and identified O'Brien as the man who committed the murder. TSUN A-LO stated that the prisoner had hired a boat from him, and started with him on the 1st ultimo for Hoochow. TA YUNG said:—I was a boatman on board. I recognize the prisoner. Tsun A-lo is the owner of the boat. I only work in it.

CHANG A-SHUN said:—I am a servant in the employ of the prisoner and of another foreigner named Captain Curtis, an American. I was employed for four months by Captain Curtis, when he was in command of the steamer *Sycee*. I was again employed by him on the 28th day of the 7th month. I acted in the capacity of boy at $15 a month. I served the prisoner also. I was told by Captain Curtis to go to Hoo-chow to see a steamer there. We left Shanghai on the 2nd day of the 8th month. There were on board the prisoner, Captain Curtis, myself and three boatmen. I do not know the names of the three boatmen. I saw two of them here this morning. We went to Kon-pan and anchored, then prepared to cook some food. My masters hailed a boat. The boatmen were unwilling to come but they threatened to fire, and so they came alongside. My masters took fowls and eggs from that boat and put them into ours. They afterwards threatened them with their fists when they required payment. We proceeded and anchored at Liu-chu on the 4th day. I went and bought some things and then we proceeded to Kin-san. Here we anchored for the night and sailed again next morning and went to Nan-zing. We then went to a place about eighteen *li* from Hoo-chow, where there was a camp of foreign soldiers. On the next day we were taken in tow by a steamer called the *Hyson*. On the way the steamer grounded, and some heavy things had to be taken out. At one place the boat was damaged by stakes in the water, and was towed by the steamer to Soochow where we remained for a few days and got the boat repaired. Two Canton women went with us from Shanghai in the boat. At one time some officers came on board and my master got drunk, and Captain Curtis's woman was beaten. We returned to Soochow with another boat in company, in which latter were some of the officers. It was on the 13th that we returned to Soochow. On the way my masters took some firewood out of a boat. Both boats were sailing and our boat was put alongside the wood boat and the other boatmen were told by my master to put the wood on board our boat. The boatmen put it on board and I handed it aft. When we arrived that night at Soochow we anchored at Tseng-mung and sailed again next morning. On the next day we stopped at the Tung Cha-mun and saw a boat with rice in it. Both my masters went on board the rice boat, and ordered the men to bring the rice into our boat. They took ten bags. They took a man belonging to the rice boat and said that he was a rebel, seized and bound him hand and foot and put him into the hold of our boat. The men in the rice-boat asked for payment and that was the reason why one of them was called a rebel and put into our boat. This was on the 15th. On the 16th we went on to Tien San-hu and anchored at three *li* beyond the barrier. I wanted to give the man in the hold some rice, but Captain Curtis told me not to do so, that the man was going to be killed. After supper, at about midnight, Captain Curtis took the man out of the hold. I saw Captain Curtis take the man to the head of the boat, give him three strokes with a sword and the man went overboard. The other foreigner was standing at the head of the boat also. I saw him stoop down, lift the Chinaman's feet and throw him overboard. I was smoking a pipe when this occurred. There was a full moon. Everything could be seen clearly. The rope on his legs was loosed and the Captain pulled him to the head of the boat. Captain Curtis went below and untied the binding on his legs. The man struggled and cried from fear, and when he struggled he was kicked. The prisoner handed a knife and sword to Captain Curtis. (The witness identified the swords). He first took the long sword, then put it down and took the short one. Captain Curtis drew the sword, still holding the man by his tail. I saw two or three blows inflicted on the man by Captain Curtis. The other man pushed him overboard. I only saw the two or three blows and then the man disappeared. I did not see where the sword fell. The boat was at anchor, and I saw the body carried past the boat by the tide. I saw my master, Captain Curtis, wipe the sword with a cloth, and then take a mop and wipe the head of the bow of the boat. Next day I did not see the mop. I don't know what became of it. It belonged to the boat before the boat had been hired. The sword was wiped with a piece of white cloth which I did not see again. Then both my masters went in, drank brandy and went to sleep. At day break we proceeded to Tut-sun and arrived at Shanghai on the 19th. The master of the boat received $20 on coming to Shanghai. My master gave it to me and I handed it over to the master of the boat. One of the men belonging to the boat left. The boat now remains in Shanghai. The man who left said to the others that since the prisoner did such things, he would leave the boat. When the man was murdered, the three boatmen were asleep. One of the women was sitting in the cabin; the other was lying down. I was smoking, did not go to sleep before daylight, when the boat sailed. In the 5th month Captain Curtis fired at me with a revolver, and I feel the wound still. The reason I went back to his employ was that he promised not to beat me again, and that he would give me the half month's pay which he owed me. A Chinese Doctor attended me and took out the ball. When we took the firewood, I was told to lower the sail in order to allow the firewood-boat to come up with us, and that we might give them the dollar which had been handed us by the officers in the other boat to give for the firewood. When the rice was taken, a man in the rice-boat said that he was doing a very small business, and if they took the rice that it would ruin him. They were making a great noise in the rice-boat and one man was taken. There were four or five men in the rice-boat. When this man was taken away, the others did not follow him.

To MR. EAMES:—I saw the prisoner take the sword down that day. I never saw him or any one else take down that sword before. The little rebel boy used to clean the arms. I was taken up six days ago.

To THE COURT:—I never laid a complaint before any mandarin here, but one of the Canton women did make a complaint. When I came here I thought of reporting the matter, but I knew no one at the Consulate. I knew a mandarin named Chao Su-yu to whom I went; but he was out, and a few persons I spoke to about the affair, told me that I had better wait until he came back. The Chinese women could not see what was going on at the head of the boat. The little boy was lying in the middle of the deck between the two houses. I do not like my two masters, I was so constantly beaten by them; neither did my masters like me else they would not have flogged me so often. The man that was dragged out of the rice-boat never left the hold of our boat.

A man named STANLEY was called in, who recognised the witness as having been in the employ of Captain Curtis on board the steamer *Sycee*.

A LEEN, Canton woman, said:—I am Captain Curtis's girl. I recollect going to Soochow. I recollect a rice-boat having been plundered. Captain Curtis told his servant, Chang A-sung, to hail the rice-boat and tell them that if they did not stop they would be fired into. Ten bags of rice were taken from the boat and six bags remained. This was at 11 o'clock. We then proceeded and anchored at about 12 noon. Captain Curtis his servant and the prisoner went on shore; I don't know where they went. They brought back the man whom they afterwards murdered. I asked Curtis who the man was; he said he was a man whom he had seized at Soochow. I think we were near Soochow at the time. The man's feet were made fast by a chain, and he was put into the hold. We then weighed anchor and proceeded that night to a place which had been formerly occupied by the rebels, as might be seen by the devastation of everything around. At about 8 o'clock, the man was dragged by the tail to the bow of the vessel. Curtis killed him, holding his tail in one hand and a sword in the other. One sword—the larger of the two—had a steel scabbard, the other had a leather scabbard. Curtis struck the man three blows on the neck with the sword. The head was not entirely severed, but hung by a piece of skin. The rebel boy was directed by Curtis to bring him the sword, but he hesitated, and Chang A-sung being told to do it, he also seemed disinclined to do so; finally the little rebel boy brought the sword to Curtis. Curtis told Chang A-sung to wash the bow of the boat, but he would not, and a boatman did it. We anchored for two days and Curtis plundered a woodboat. A foreigner, a friend of his, remonstrated with him for not paying for the wood.

Court adjourned.

5th October.

Before any additional evidence was taken, Mr. EAMES protested against the tone of an article which had appeared in that morning's issue of the *North-China Daily News*, commenting on the conduct of the prisoner.

THE COURT observed that the Editorial remarks pointed out by Mr. Eames seemed premature in the present stage of the proceedings, and would of course not be allowed to affect the mind of the Court as to the character of the prisoner. The Court could only suppose that such a statement as that contained in the paper must be grounded upon other information than that yet brought to the knowledge of the Court.

Examination of A LEEN continued:—The foreigner whom I mentioned was determined to pay for the wood, for that reason the sail was lowered. The foreigner paid the dollar. More than one dollar's worth of wood was taken. On September 3rd, the day we left Shanghai, we met a boat with fowls in it and took one basket of fowls. We went for a cruise from which we returned on the 22nd September. They wanted to keep me in the boat, so I ran away to my house with my sister Tun A-he. O'Brien came in search for us. We hid ourselves. I tried to procure the assistance of the Police, but could not find a constable. I afterwards saw one in plain clothes. I told him I was very much afraid of Curtis and O'Brien.

Cross-examined:—The man was killed at the stern of the boat; I do not know the bow from the stern. I was inside the boat, and Chang A-sung was near the place where the man was killed. I know where the scull was, and the man was killed near that. I was lying down asleep when I heard that the man was going to be killed and I jumped up and begged Curtis not to kill him. The three boatmen ran below and hid themselves. My sister was in a state of intoxication. The man was brought on board the boat at about 2, and killed at 8 o'clock the same day. I had some rice cooked for him at about 4 o'clock, and sent it to him by the little rebel boy. I can't say why the man was brought on board. I don't like Captain Curtis, because I now know him to be a very bad man. I saw that he robbed people constantly, and that he had killed that man, and I thought he might perhaps kill me also. The chain by which the man was tied belonged to the boat. The fowls were taken first, then the wood and lastly the rice. I saw no one taken out of the rice-boat. We went on towards Shanghai and the rice-boat went towards Soochow. I can't say much for the speed of our boat. We went on for about an hour. When we stopped there were no people. There was one street. Here, I think, the man was seized. When Curtis and the prisoner went on shore they said that they were going for a walk. In about two hours they returned, Chang A-Sung holding the man by the tail, and Curtis and the prisoner following. (Witness described the man's appearance.) He told me he did not know why he was seized. I understood him a little. He might have been a Shanghai man from his voice. Curtis called out not to give him anything to eat. The ten bags of rice were brought to Shanghai, put into a sanpan on the day of arrival (I think, the 18th September) and carried away.

TOW-TA-YUNG, one of the prisoner's boatmen:—I receive one hundred cash a day from Tsun-a-low, to whom the boat belongs. Our boat did leave Shanghai with two foreigners on board, on the 2nd day of the 8th month. I identify the prisoner as the man who hired the boat. He hired it first to go to Soochow, thence to Hoochow, and to Tsung-chang (?) which is about 20 *li* from Hoochow. When we came to Tow-pan there was a boat with fowls in it. The foreigners beckoned it to come alongside. It would not come, and one of the foreigners pointed a gun and ordered it to come alongside. It came; the foreigners went on board, and took ten chickens and seventy three eggs. The man wanted money, the foreigners refused to give it. He followed us nearly to Hoochow, more than 200 *le*. The guns were loaded after we passed Tow-pan. The foreigners told the men to go away and pointed a gun at them, whereon they went. Nothing further happened until we arrived at Tsung-chang. They then went to Soochow, where they stayed two or three days. They then went to Su-sü-quei, stopped there a little time and returned to Soochow. On their way, they saw a boat which they pursued. They overtook it and took about two peculs and a half of firewood. They then told the boat to go away; an old woman and boy who were in the boat began to cry. There was an old man besides. he foreigners, gave orders to us to make sail. There were three foreigners in another boat alongside, these foreigners told us to let down the sail in order that the wood boat might come up. But one of the foreigners in our own boat beat us for doing so; he threw a bason at me. The wood boat came up and one of the three foreigners in the other boat gave the old woman a dollar, when she left off crying. After passing Soochow, in company with theer foreigners, the two boats went to Tsee-ni-dong, and the three foreigners left in their boat the next morning. (In reply to a question by the Court, the prisoner here said the names of the foreigners in the other boat were Col. Brennan, Col. Barclay and Captain Silverthorn; formerly of the Imperial force.)

We anchored at Tseeni-dong on the evening of 17th. We next came to Pun-chung-oo. A rice boat passed alongside of us here, sailing in an opposite direction. The foreigners went on board and took the rice into their own boat. They also pulled in one of the men from the rice boat, and put him into a hole in the bow of the boat. The next morning he was not there, and I was told by the boy that he had been killed by the master. I was asleep during the night. I did not see him killed. We got back to Shanghai on the 19th.

To MR. EAMES:—I do not know whether the foreigners tied the man who was dragged out of the rice-boat. He was put into a hole and covered up. The man was not willing to let our boat go, after taking the rice, without payment. He pulled at our boat and the foreigners dragged him in. I saw a very little blood, as if a man had been bleeding at the nose. I saw it after we had arrived at Shanghai—on the bow of the boat. This was about four days afterwards. The women left the boat finally on the 26th or 27th. The two boats kept alongside while the wood was being taken out; when they had taken enough, they let it go. The rice was taken out of the boat in a sampan, two or three days after we got to Shanghai. The foreigners took the rice out of the boat themselves. The bags contained about 80 catties each.

To COURT:—I saw the man taken out of the rice boat. It was a country-boat, covered in the middle. I saw a man in it. I do not know whether the rice belonged to the man who was dragged into our boat. The rice-boat was slower than ours. After taking the rice and the man, the boats separated, and went in different directions. The men in the rice-boat said nothing about the rice and the man being taken away. The man belonged to the neighbourhood of Pun-sun-oo, I know by his dialect. I heard him say that he depended on selling his rice to get his livelihood. Both the foreigners dragged him into our boat. I don't know whether the rice belonged to him alone. There were no other boats there. The man was dressed in a blue jacket and drawers. He was older than I am. I am thirty years old. He had no hair. I was in the bow and the man was in the stern. On the night of the 17th I went to sleep, after I got my supper, and awoke at midnight. I did not get up. I saw nobody. I don't know what became of the mop. I recollect washing the deck at 9 o'clock on the morning of the 18th. There was a little blood. The first day I was ordered to wipe, I was not inclined to do it; on the second day I did it. I was merely told to wash the deck. On the second day I did wipe blood. I think the blood was blood from the nose. Chicken's blood being different from human blood and there being no other blood on board, I inferred that it was human blood from the nose. There was a man there whose nose used to bleed at the least touch. I don't think it bled on the 18th. I don't know what blood it was. It was dry. I think it had been there for two days. I seldom went to the bow of the boat; when we used to land we went from the stern. I am one of the boatmen. From Pun-sun-oo, we came to Minhong and thence to Shanghai. We came to Cung Saing-hong when we came to Shanghai. The rice was taken out of the boat three days after our arrival, at 7 o'clock in the evening. Two foreigners took it out. They lifted the bags up themselves and put them into another boat. I was asleep at the time. The reason I went to sleep so early was that I had been playing on shore.

STANLEY BENNETT was called, and said that witness had told him the previous day that he was asleep and in the morning saw blood on the deck and washed it off.

SHUN A-LO said:—I am the lowda of the boat. The boat belongs to me. This boat was engaged on the 1st. I recognise the prisoner as one of the foreigners who hired the boat. They hired it to go to Soochow. I went to the boat-tax office and paid a dollar, and a Chinese clerk there named Li told me not to go. The foreigners forced me to go. I did not wish to go but the foreigners pulled up my anchor and compelled me. Before Li came out they engaged to pay me $15 to go to Soochow. I got $3½ when the boat started. We started on the 2nd and came to Tou-pan, after which we saw a boat with fowls in it. The prisoner took ten fowls in a basket and seventy-three eggs. The fowls were not paid for. We then came to Lu-chiu. Here the boatmen went on shore and got some things for which they paid. At Sung-tsan there was a steamer, and against the will of the people in the steamer, we tied our boat to her. The steamer towed us to Ping-wong and thence we went on to Soochow. We stayed at Soochow for three days. We went on to another place where we stayed three days and returned to Soochow. We met a firewood-boat, and took some wood without paying for it. There were three persons in the boat; a man, a woman and a child. We wanted to let down the sail but the foreigners would not let us. At Kwang-wang-ko I was sick and asleep, and some rice was taken from a boat. A boy called me but I did not get up. A-sung told me that some rice had been taken from another boat and that a man had also been taken. We proceeded to Shanghai, nothing remarkable happening on the way, and arrived there on the 19th. Ten bags of rice were taken by the foreigners, as I was told by A-sung. The bags were put in the bow of the boat. There was a good deal of noise made in passing in the bags. This was in the evening, at about supper time. It was nearly dark at the time. I also heard the noise of pulling a man in. The noise was different from that of pulling the bags in. A-sung called me, and told me that a certain affair had happened. I heard two or three noises a short time after the rice was taken in. If I were dragged from one boat to another I should scream. I heard the man call out "What are you pulling me into the boat for." A very short time after this I heard him call out "Save my life.". I did not save his life. If I had saved his life I should have been beaten. I was sick and unable to get up. Sometimes when fighting or quarrelling, Chinamen call out "Tiou-ming, tiou-ming" in the same way. I heard no other cry. We finally got back to Shanghai. We only got $3½. The rice was taken away in a sanpan. I never saw it at all. A-sung told me that it had been taken away. I lay down below for five days without ever getting up. There was another louda on board. He is sixty years old. I gave him $2. His name is Saou-tu-te. I never saw his nose bleed. I don't know where he is now.

Cross-examined:—The people that sold the eggs counted them, expecting to get paid. (The servant, A-sung, being called in, identified witness as louda of the boat.) I was afraid of my own head. My boat was not in the habit of being engaged in this way; it was generally used for carrying grain. Saou Tu-te never quarreled with me or with A-sung.

TUN A-HE:—The prisoner kept me for less than a month. He engaged me just before we went to Soochow. We met a fowl-boat on the way and a basket of fowls was taken; I don't know how many were in the basket. Nothing else was taken. At first, in order to bring the boat alongside, they promised to pay for it; but when it came up, took as much as they wanted. The old woman in the wood-boat cried so much that another foreigner gave her $1. I heard that the man was going to be killed, but I was dosed with brandy and know nothing about it. The man was dragged from the shore by the two foreigners, near Soochow. As we proceeded, a rice-boat was plundered at about 2 P.M. The man was taken from the shore before this. (Witness then contradicted herself and said she believed that the rice was taken previous to bringing the man off from the land.)

A rebel boy belonging to the boat said:—I know the prisoner. He was on board the boat. I came from Huchow in the steamer, and when I arrived at Soochow, joined the foreigners in the small boat. I ran away from the rebels at Huchow. We went on to different places and returned to Soochow, whence, after staying for a day, we proceeded to Shanghai. We took some bags of rice and a man from a boat. The foreigners told the boatmen to take the rice. Five or six boatmen took the rice. In our boat there were three boatmen and one gone home. The foreigners told the men in the rice-boat to bring the rice from their boat. The foreigners told them that they would kill them if they did not bring the rice. The foreigners said that all the men in the boat were rebels, and seized one of them and put him into our boat. There were five or six men in the rice-boat. On the night of the 16th they killed this man. The man was taken on the night of the 15th, and he was put in the hold for a day and a night. Chang A-sung wanted to give him some rice to eat, but his master (not the prisoner) told him not to do so. I did not see the man being killed. I was lying awake at the time. I heard Curtis coming in and taking out the two swords. The swords were in the house. The man was pushed overboard. I heard a plunge. There was a door open, and by looking through I could see what was going on. I saw the man killed. I saw my master take a mop which he had brought from the after part of the boat and wash the blood off the deck. This was immediately after the man had been thrown overboard. My master called out to A-sung to wash away the blood. I asked A-sung what he wanted the mop for. A-sung said, to wipe up blood, and he would not do it. On the next day a fowl-boat was called rom which ten fowls and seventy-three eggs were taken. We then came on to Shanghai. We took the fowls and eggs a day or two before we came to Shanghai.

Cross-examined:—When the man was killed, A-sung was smoking in the after part of the boat. The man was killed in the fore-part. I was inside. At Shanghai the rice in the boat was put on board a sanpan, in the day-time.

We are compelled to postpone publication of the evidence for the defence till next week.

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Salad Oil, "Finest Lucca," quarts pints, and ½-pints.
Seidlitz, Soda, Ginger Beer, and Lemonade Powders, wrapped in tin foil papers. In boxes.
Tasteless Seidlitz in one powder, in patent capped bottles in cases.
Scents:—Boquet, Frangipanni, Jasmin, Jockey Club, Lavander Water, Marechale, Millefleurs, Patchouli, Rondelitia, Spring Flowers, Verbena, Wood Violets, and every other description.

The whole of the above articles can be packed in other sized bottles, if so ordered.

Note.—The trade mark and label is affixed to every bottle, &c.

To be had through all Druggists and Storekeepers throughout the World.

BURGOYNE & BURBIDGES,
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CHEMICAL, PHARMACEUTICAL AND PHOTOGRAPHIC
Preparations, the Prices of all
PATENT MEDICINES, SURGICAL INSTRUMENTS and APPLIANCES and every description of
DRUGGISTS' SUNDRIES.

This is the most complete List ever published, and will be forwarded every month, FREE OF ALL CHARGE, to any part of the World, upon application.

*** As the latest fluctuations of the market are always noted, this List is invaluable to Chemists, Druggists, Storekeepers, and Surgeons.

3de o-a-f 451 June 18, 1864.

GABRIEL.

THE PROGRESS OF DENTAL SCIENCE.

NO department of practical science or of operative art has made such signal progress within the last few years as that connected with the preservation, beautifying, and restoration of the teeth. Not only do we observe the success with which modern manipulation has remedied and adverted all kinds of malformations is the young, but we see decay arrested in the onset, all its evil consequences securely prevented, and that most provoking of pains, the tooth-ache, provided against by the simplest mechanical means, and without one of those mischievous drugs which our forefathers have been accustomed to fly to in their agony, to the utter destruction of what remained sound. We owe a large share of modern improvements to Messrs. GABRIEL, the celebrated Dentists of London, Liverpool, and Birmingham, who show some exquisite specimens of workmanship at the International Exhibition. The white enamel stopping is proved to be faultless, whilst the most beautiful imitation of the natural gums and teeth (in the complete or partial sets), is to be found in their new patent Osteo-Eidon—the only substance which is entirely free from noxious elements (coloring matters) and of which the adhesion is at the same time secured without any mechanism whatever. We are glad to hear that Messrs. GABRIEL very courteously throw their laboratories open to public and gratuitous inspection.—*As may be seen by reference to our Advertising Columns, Messrs. Gabriel supply Artificial Teeth and Gums on their patented system, irrespective of distance or climate.*

CAUTION.

ELLWOOD'S PATENT AIR-CHAMBER HATS. The Patentees having established the validity of their Patent, in an action tried on the 20th and 21st days of June instant, in the Court of Common Pleas at Westminster, before Lord Chief Justice Erle and a Special Jury, in which Ellwood and another of No. 24, Great Charlotte Street, Blackfriars Road, in the Borough of Southwark, Wholesale Hat Manufacturers, were Plaintiffs; and Christy and others of No. 35, Gracechurch Street, in the City of London, also Wholesale Hat Manufacturers, were Defendants; and the Jury having by their Verdict found, that the above named Defendants had infringed the Plaintiffs' Patent, and that the Invention was new in England and in India, at the date of the Letters Patent. We, the above named Plaintiffs, do hereby give notice to all Manufacturers, Dealers in, and Sellers of Hats, Caps, or Helmets, that we shall proceed by Suit in Chancery, against all persons so manufacturing, dealing in, or selling Hats, Caps, or Helmets, constructed on the principle of "ELLWOOD'S PATENT AIR-CHAMBER HAT;" unless the previous consent of the Patentees be obtained, at the same time reserving to ourselves the right of taking proceedings against prior Infringers.

Dated this 24th day of June, 1864.

JOHN ELLWOOD & SONS,
24, GREAT CHARLOTTE STREET, BLACKFRIARS ROAD, SOUTHWARK,
Patentees for Air-Chamber Hats.

CAUTION.—No Air-Chamber Hats or Helmets are genuine unless they bear the above stamp, with either Ellwood and Son's, or the seller's name in the shield.

10sep-65 502

From "The Times and Daily Papers," June 21st and 22nd, 1864.

INFRINGEMENT OF PATENTS.

COURT OF COMMON PLEAS,
WESTMINSTER, JUNE 20TH AND 21ST.

(Sittings at Nisi Prius, at Westminster, before the Lord Chief Justice ERLE and a Special Jury.)

ELLWOOD AND ANOTHER v. CHRISTY AND OTHERS.

Mr. Hindmarsh, Mr. Webster, and Mr. T. Ashton were counsel for the plaintiffs; and Mr. Bovill, Sir G. Honyman, and Mr. Murray for the defendants.

This was an action for the infringement of a patent for a double ventilating solar hat made for India, of which the plaintiff was the assignee.

The plaintiffs are hat manufacturers in Great Charlotte-street, Blackfriars-road, and the defendants are in the same way of business in Gracechurch-street. The invention was thus described in the specification of the patent:—"Each hat is composed of two parts, leaving a space or chamber between them, so that in hot climates the heat of the sun acting on the exterior of a hat shall not pass to the head of the wearer, but be greatly modified by the non-conducting properties of the air in the space or chamber. This space may be either closed, or it may have passages for air to enter and also to pass away."

The defendants pleaded "Not guilty," traversed that the plaintiff was assignee, and alleged that the invention was not new.

The jury, after considering the matter for an hour and a half, found that the defendants had infringed the plaintiffs' patent, and that the principle of the patent was new in 1851, both in England and in India.

Verdict for the plaintiffs.

tf 503

SAUCE.—LEA AND PERRINS'
WORCESTERSHIRE SAUCE.

PRONOUNCED
BY
CONNOISSEURS
TO BE THE
ONLY GOOD SAUCE AND APPLICABLE
TO
Every Variety of
DISH.

Extract of a Letter from a medical gentleman at Madras to his brother at Worcester, May, 1851.

"Tell Lea and Perrins that their Sauce is highly esteemed in India, and is, in my opinion, the most palatable as well as the most wholesome sauce that is made.

CAUTION.

LEA AND PERRINS

Beg to caution the public against spurious imitations of their celebrated

WORCESTERSHIRE SAUCE.

L. & P. have discovered that several of the Foreign Markets have been supplied with SPURIOUS IMITATIONS, the labels closely resembling those of the genuine Sauce, and in one or more instances the name of L. and P. *forged.*

L. and P. will proceed against any one who may manufacture or vend such imitations, and have instructed their correspondents in the various parts of the world, to advise them of any infringement of their rights.

ASK FOR LEA AND PERRINS' SAUCE.

*** Sold Wholesale and for Export, by the Proprietors, Worcester; Messrs. CROSSE & BLACKWELL; Messrs. Barclay and Sons, London; &c., &c.; and by Grocers and Oilmen universally.

31de 318 Dec. 24 1863.

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Shanghai, May, 1863.

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SHIPPING INTELLIGENCE.

ARRIVALS.

Date	Vessels.	Flag & Rig.	Tons	Captain.	From	Sailed	Cargo.	Consignees.
Sept. 30	Fei-ma	B. str.	121	Buckland	Ningpo	Sept 29		Moses and Co
.. 30	Kiangse	A. str.	574	Simmons	do	.. 29		Russell and Co
.. 30	Fenella	Br str	179	Hawes	Fuchau v. N'po	.. 28	General	Nichol Latimer and Co
.. 30	Anglo Saxon	B. ship	693	Plummer	London		do	Smith, Kennedy and Co
.. 30	Avalanche	B. ship	692	Stott	Nagasaki	.. 26	Ballast	Glover and Co
Oct. 1	Fire Dart	Am str	420	Armstrong	Ningpo			Augustine Heard and Co
.. 1	Inchinnan	B. bark	527	Leferve	Newchwang	.. 24	General	Rehhoff, Vale and Co
.. 1	Elizabeth Morrow	B. bark	394	Scarp	Liverpool	Apr 9	Coals	Dow and Co
.. 1	Eliza Mary	B schr	127	Hudson	Amoy & Ningpo	Sept 23	General	Byrne and Co
.. 2	Tun-sin	B. str.	606	Rowe	Hankow			Geo. Barnet and Co
.. 2	Sze-chuen	A. str.	1096	Spencer	Hankow		do	Russell and Co
.. 2	Volunteer	B. str.	143	Keer	Fuchau	.. 26	do	Nichol Latimer and Co
.. 2	Kiukiang	A. str.	1005	Taylor	Hankow		do	Olyphant and Co
.. 3	Fire Dart	A. str.	420	Armstrong	Ningpo	Oct 2		Augustine Heard and Co
.. 3	Kiangse	A. str.	574	Simmons	do			Russell and Co
.. 3	Dom Pedro II	B. bark	244	Sounders	Nagasaki	Sept 28	do	Chapman, King and Co
.. 4	Hydaspe	Fr str	680	Armstrong	Hongkong *		Mails, &c	Messageries Imperiales
.. 4	Whampoa	B. str.	115	Batten	Ningpo	Oct 3		David Sassoon Sons & Co
.. 4	Marie	Fr bk	298	Vincendeau	Hakodadi	Sept 21	General	Siemssen and Co
.. 5	Statesman	B. bark	405	Morrison	S'pore & S'tow	Aug 27	Timber	Dow and Co
.. 5	Kiangse	A. str.	574	Simmons	Ningpo	Oct 5		Russell and Co
.. 5	Oriflamme	A. str.	204	Lane	Hongkong			Russell and Co
.. 5	Cesarea	Bre. bk	344	Deibel	Cardiff	May 7	Coals	Order
.. 5	A. M. Wilhelmina	Du. sch	240	Taremont	Newchwang	Sept 25	General	T. Kroes and Co
.. 5	Perle	Ha. bk	270	Bosse	Hongkong	.. 6	do	Wm. Pustau and Co
.. 5	Nil Desperandum	B. brig	276	Daoning	Fuchau	.. 15	Poles	Dent and Co
.. 6	Fire Dart	A. str	420	Armstrong	Ningpo	.. 5		Augustine Heard and Co
.. 6	Huquong	A. str	1339	Johnson	Hankow		General	Russell and Co
.. 6	Pluto	B. str		Preble				Lindsay and Co
.. 6	Nepaul	Br str	541	Wilkinson	Yokohama	Oct 1	Silk, &c	E. Warden, Agt. P. O. & Co
.. 6	Abreek [H I R M	g.-boat		Pilkin	Honolulu	Aug 13		

* With Mails.

DEPARTURES.

From the anchorage.

Date.	Vessels.	Flag & Rig.	Tons	Captain.	Destination.	Cargo.	Despatched by
Sept 30	Patna	B. bark	325	Lewis	Liverpool	C'ton. &c	Dent and Co
.. 30	Tynemouth	B. str.	1142	Helliered	H'kong v N'po	do	Lindsay and Co
.. 30	J. W. Seaver	A. bark	259	Snow	Hakodadi	Treasure	Augustine Heard and Co
.. 30	Kiangse	A. str.	574	Simmons	Ningpo	Re-expts.	Russell and Co
.. 30	Carthage	Br str	500	Thompson	Nagasaki	Sun., &c	Jardine, Matheson and Co
.. 30	Ayrshire Lass	B. str.	66	Kirkruddy	Fuchau	do	Gibb, Livingston and Co
Oct. 1	Australian	B. str.	725	Hamlin	N'saki Y'hama	do	Dow and Co
.. 1	Eclipse	A. schr	250	Comman	Fuchau	Planks	A. R. Tilby and Co
.. 1	Fire Dart	A. str.	420	Armstrong	Ningpo	Ballast	Augustine Heard and Co
.. 2	Leichardt	B. ship	589	Gething	London	Tea, &c	Fletcher and Co
.. 3	Sir Harry Parkes	B. str.	541	Cull	Hongkong	do	Shaw, Brothers and Co
.. 3	Ottilie	Han. bk	545	Schrame	Manila	Ballast	Wm. Pustau and Co
.. 3	Geo Becker	Mec. bk	107	Behnck	Fuchau	Sundries	Siemssen and Co
.. 3	Pearl	Bre. sch	152	Warland	N'chang Taku	do	Smith, Kennedy and Co
.. 3	Kiangse	Am str	574	Simmons	Ningpo	do	Russell and Co
.. 3	Confucius	Chi. str		McCaslin			
.. 4	Narcise	Da bg	189	Hellfritz	Tientsin		Oxford and Co
.. 4	Fire Dart	A str	420	Armstrong	Ningpo	General	Augustine Heard and Co
.. 4	Emperor	B. str.	106	Todd	do	Ballast	Jarvie, Thorburn and Co
.. 5	Meta	Da. sch	120	Meshelfen	Das Casteries	General	Kunst, Röhl and Co
.. 5	Nanzing	B. str.	419	Morrison	Chefoo & T'tsin	do	Trautmann and Co
.. 5	Kiangse	A. str.	574	Simmons	Ningpo	do	Russell and Co
.. 5	Sze-chuen	A. str.	1096	Spencer	H'kow & Ports		Russell and Co
.. 5	Whampoa	Br str	115	Batten	Ningpo	Ballast	David Sassoon, Sons and Co
.. 6	Ee-Lee	Sia bk	300	Pounsbery	Amoy		A. R. Tilby and Co
.. 6	Tun-sin	B. str.	606	Rowe	Ningpo	Original	Geo. Barnet and Co
.. 6	Burman	B. bark	318	Whiker	Fuchau	C'ton. &c	Wheelock and Co
.. 6	Queen of Nations	B. ship	846	Mitchell	London	Tea, &c	Smith, Kennedy and Co
.. 6	Eclipse	Swe bk	360	Agren	Newchwang	Opi., &c	Wm. Pustau and Co
.. 6	Sparrow	Br —	196		Hankow	Ballast	Moses and Co
.. 6	Fire Dart	A. str.	420	Armstrong	Ningpo		Augustine Heard and Co
.. 6	Hahsma	B. str.	761	Catto	Nagasaki		Chapman, King and Co
.. —	Pudel	Ha. bk	365	Kalckloser	Swatow		Turner and Co

TUG BOATS PLYING FOR HIRE.

Name	Commander	Flag	Tons	Agents
Bunker Hill	Dobbyn	American steamer	63	Augustine Heard and Co
Defiance	Maddison	British steamer	114	A. R. Tilby and Co
Fei Yuen	Erickson			
Fokelin	Skene	British steamer	70	Captain Patridge
General Ward	Fuller	American steamer	70	Angel and Co
Hercules	Parke	British steamer		Wheelock and Co
Little Orphan	Benning	American steamer	160	Augustine Heard and Co
Martin White	Parkes	American steamer	100	Frazar and Co
Pluto	Preble	British steamer		Lindsay and Co
Powerful	Ryder	Ham. steamer	50	Wm. Pustau and Co
Titan	Cooley	British steamer		Smith, Kennedy and Co

HULKS.

Name	Commander	Flag	Tons	Agents
Berwick Walls		(Floating Hospital)		
Bethel				
Louisa		British ship	90	Dent and Co
Melbourne		British barque	594	Shaw, Brothers and Co
Ngapuhi		British ship	543	Harbor Master
Nimrod		British barque	262	H. I. M.'s Customs
Phillip I	Oakman	American barque	293	A. L. Freeman
Pons Ælie	Beaglehole	British barque	400	A. R. Tilby and Co
Ross				F. R. Gamwell
Samuel Stoddart				
Sea Horse				

SHIPPING IN HARBOUR AND AT WOOSUNG, OCTOBER 8, 1864.

MERCHANT STEAMERS.

Vessels.	Date of Arrival	Flag & Rig.	Tons	Captains.	Consignees.	Destination.	Intended despatch
Aden	Sept 28	B. str.	507	Bird	E. Warden, Agent P. and O. Co	Hongkong *	9th inst
Anna	Aug 26	A. str.	63	Blanchard	H. Fogg and Co		
Annette	Sept 28	B. str.	559	Jones	Gibb, Livingston and Co	Hongkong	10th inst
Bo-Peep	June 14	Chi. str	73	Cochran		*Laid up*	
Cricket	June 1	A. str.	81	McDonald		*Laid up*	
Elfin	July 28	B str.	174	Thomas	Smith, Kennedy and Co	Yokohama	Imdt
Enterprise		A. str.	107	Draper	H. Fogg and Co		
Faust		B. str.	30		Jardine, Matheson and Co		
Fei-ma	Sept 30	B. str.	121	Buckland	Moses and Co		
Fenella	Sept 30	B. str.	179	Hawes	Nichol Lamiter and Co	Fuchau	Imdt
Firefly					Chinese Government		
Foh-kien	May 30	B. str.	923	Johnson	Russell and Co	Repairs	
Fusi-Yama	Sept 29	B. str.	2000	McQueen	Dent and Co		
Grete		Pru. str	30	Hoffmann	Wm. Pustau and Co		

* With the Mails for Europe.

MERCHANT STEAMERS.—*Continued.*

Vessels.	Date of Arrival	Flag & Rig	Tons	Captain.	Consignees.	Destination.	Intended despatch
Huquong	Oct 6	A. str.	1339	Johnson	Russell and Co	H'kow & Ports	9th inst
Hydaspe	Oct 4	Fr str	680	Armstrong	Messageries Imperiales		
Kiang-loong	Aug 15	A. str.	945	West	Augustine Heard and Co	*Laid up*	
Kiukiang	Oct 2	A. str.	1005	Taylor	Olyphant and Co	H'kow & Ports	To-day
Little Mary	May 21	B. str.			Lamond		
Mandarin	June 27	B. str.	93	Bissen	J. H. Wignall and Co		
Mercury	June 28	B. str.		Haynton	Reid and Co	Fuchau	Early
Nepaul	Oct 6	B. str.	541	Wilkinson	E. Warden, Agent P. and O. Co	Yokohama *	
Oriflamme	Oct 5	A. str.	204	Lane	Russell and Co		
Poushan	July 23	Chi. str		Hoare	Chinese		
Pootung	Mar 30	B. str	312	Burmeister	Byrne and Co	Dock	
Rose	June 20	A. str					
Shandon	May 9	B. str.	114		Moses and Co		
South Western	Aug 27	B. str		Messeroy	Turner and Co		
Sycee	May 30	B. str	83		J. H. Wignall and Co		
Tah-wah	Feb 19	A. str.	145				
Ta-pang-nyo	Sept 19	B. str	517	Grindle	Trautmann and Co		
Tantiee	Feb 19	A. str.	60	Lowell	Russell and Co		
Volunteer	Oct 2	B. str.	143	Keer	Nichol Latimer and Co	Fuchau	To-day
Wan-Loong-Fei		B. str.	600	Robb	Geo. Barnet and Co		
Waratah	Feb 9	B. str.	256	Harris	Moses and Co		

35 *Steamers.*]

* 24 hours after the arrival of the Mail.

MERCHANT VESSELS.

Vessels.	Date of Arrival	Flag Rig.	Tons	Captain.	Consignees.	Destination.	Intended despatch
A. M. Wilhelmina	Oct 5	Du. sch	240	Taremont	T. Kroes and Co	Taku	16th inst
Aeolite	Aug 17	B. ship	911	Alleyne	David Sassoon, Sons and Co.	Liverpool	Early
Agincourt	Aug 2	B. ship	794	Winchester	Gibb, Livingston and Co	London	21st inst
Alexander II.	Sept 16	Ha. bk	330	Brolin	Kunst, Röhl and Co	Taku	Early
Alice	Aug 17	B. bark		Rowe	H. B. Cama and Co		
Amoy Trader	Sept 3	B. schr	109	Wricks	Nichol Latimer and Co		
Anglo Saxon	Sept 30	B. ship	693	Plummer	Smith, Kennedy and Co		
Andes	Sept 19	B. ship	401	Burman	Bower, Hanbury and Co		
Anna Helen	Sept 1	B. ship	985	Morris	Bourjau, Hubener and Co		
Arabia	Aug 21	B. ship	840	Henderson	Cama and Co		
Ariadne	July 18	B. bark	671	Barnes	Frazar and Co	Liverpool	Early
Ark	May 21	A. bark	266	Luce	Augustine Heard and Co		
Assam Valley	Sept 15	B. ship	1099	Oakden	Blain, Tate and Co		
Avalanche	Sept 30	B. ship	692	Stott	Glover and Co		
Avondhu	Aug 11	B. bark	327	Davie	Hogg Brothers	London	Early
Beatrice	Sept 21	B. bark	419	Marton	Lindsay and Co		
Beemah	July 22	B. ship	887	Johnson	Gilman and Co	London	21st inst
Belle		B. schr	115				
Birch Grove	Sept 13	B. bark	518	Byron	Frazar and Co		
Bouqeyran	Aug 24	Fr bk	394	Froger	Wm. Pustau and Co	Hakodadi	cld 7 inst
Canadian	Aug 26	B. ship	714	Russell	Turner and Co	London	Early
Carrizal	Aug. 1	B. bark	593	Lay	Smith, Kennedy and Co		
Catalpa	Aug 15	A. bark	240	Stevens	Allen and Co		
Catherine	Sept 29	B. bark	467	Lowe	Dent and Co		
Canvas Back	Sept 5	B. ship	741	Gunduron	Russell and Co		
Cesarea	Oct 5	Bre. bk	344	Deibel	Order		
Clara Babuyan	Aug 4	B. bark	357	Errington	Fletcher and Co	New York	Early
Cleveland	Aug 13	B. bark	466	Bannister	Jardine, Matheson and Co	London	Early
Cobang	Aug 18	B. bark	357	Ackers	A. R. Tilby and Co		
Codabux	July 31	B. ship	1256	Brady	H. B. Cama and Co	Hongkong	Early
Concurrent	July 16	Da. bk	239	Iwersen	Wm. Pustau and Co	Repairs	
Constance	Aug 4	B. bark	534	Smikin	Dadabhoy and Co	Liverpool	Early
Coringa	Apr 21	B. ship	888	Hubbard	A. Habhibhoy and Co	Liverpool	Early
Countess Russell	Aug 12	B. ship	965	Thompson	Oppert and Co	London	Early
David McIver	June 16	B. ship	563	Gaze	Smith, Kennedy and Co	Liverpool	Early
Delhi	Aug 3	B. ship	675	Sanderson	Smith, Kennedy and Co	London	Early
Dennis Horton	Aug 9	B. bark	706	McMullen	Jardine, Matheson and Co	Liverpool	Early
Diligentia	Sept 3	B. ship	650	Porter	Johnson and Co		
Dom Pedro II	Oct 3	B. bark	244	Sounders	Chapman, King and Co	Hongkong	Early
E. Ronneberg	Aug 29	Ha. bk	395	Dinesen	Oxford and Co		
E. W. Seyburn	Sept 12	A. schr	393	Nye	H. Fogg and Co		
Eagle	Sept 26	A. schr	83	Buckminster	Todd and Co		
Elizabeth	Sept 29	Swe. bk	275	Annerstedt	Bourjau, Hubener and Co		
Eliza Mary	Oct 1	B. schr	127	Hudson	Byrne and Co	Sydney	Early
Elizabeth Morrow	Oct 1	B. bark	394	Scarp	Dow and Co		
E-shun	Sept 29	B. schr	288	Leeman	Jarvie, Thorburn and Co		
Esperanza	Sept 19	B. bark	384	Murrell	Dow and Co		
Falcon	Aug 7	B. bark	337	Backer	Dent and Co		
Fiorella	July 28	A. ship	806	Peabody	Olyphant and Co		
Game Cock	Sept 13	A. ship	1395	Williams	Angel and Co		
General Morgan	Aug 20	A. schr	135	Lane	Frazar and Co		
Glenclune	Sept 21	B. bark	471	Turnbull	Jarvie, Thorburn and Co	London	Imdt
Gotturp	Aug 22	Old. sh	719	Wierlechs	Wm. Pustau and Co		
Gwalior	Sept 12	B. bark	344	Thomson	Frazar and Co	Liverpool	Early
Halcyon		Re.cut.					
Hampton Court	Sept 19	B. ship	912	Fitcombe	A. Ellissen and Co		
Her Majesty	Aug 17	B. ship	1112	Seymour	Dadabhoy and Co	Liverpool	Early
Heros of Alma	Sept 19	B. ship	635	Lass	Gibb, Livingston and Co		
Hermelin	Sept 20	Swe. bk	315	Auchterlin	Oxford and Co		
Hiede-helm	Sept 14	Han. bk	344	Wilder	Bourjau, Hubener and Co	Swatow	Early
Inchinnan	Oct 1	B. bark	527	Leferve	Rehhoff, Vale and Co	Amoy	Imdt
Isabella	Sept 14	B. ship	1090	Kolier	Allen and Co	Liverpool	Early
Isca	Sept 22	B. ship	587	Ellerly	Jardine, Matheson and Co		
James Miller	Aug 10	A. schr	471	Carbonett	Angel and Co		
J. Stanton Junr	July 6	B. ship	724	Johns	Fletcher and Co	London	21st inst
James Russell	Aug 24	B. ship	678	Griffith	Hogg Brothers		
Julia	Sept 19	Fr bk			Vaucher, Frères		
Kaffir Chief	Sept 12	B. schr	186	James	Order		
Kate Hasting	Sept 19	B. bark	455	Hamball			
Ken-san	Sept 21	A. ship	450	Wills	Captain		
Kirkland	Aug 22	B. bark	295	Colledge	Tuksing and Co		
L. Andersois	Aug 19	Fr bk	320	Coppermoulen	Nichol Latimer and Co		
Lady McNaght'n	July 6	B. ship	570		Geo. Barnet and Co		
Lancaster	Sept 21	B. ship	517	Forbes	Augustine Heard and Co		
Laurel	Sept 23	B. ship	638	Moodie	Gilman and Co		
Lochlevon Castle	Sept 21	B. ship	602	Stewart	Order		
Marie	Oct 4	Fr bk	298	Vincendeau	Siemssen and Co		
Mary Crocker	July 7	B. bark	573	Stuber	H. B. Cama and Co		
Nabob	July 6	A. bark	535		Olyphant and Co		
Nil Desperandum	Oct 5	B. brig	276	Daoning	Dent and Co		
Nora Greame	Aug 2	B. ship	1001	Bake	Hogg Brothers	Liverpool	Early
Nuevo Lepanto	Sept 21	Spe. bg	203	Baravooda	Phillips, Moore and Co		
Orlem	Sept 20	A. ship	1253	Whiting	Russell and Co		
O'Thyen	Aug 27	Old. sh	600	Addiks	Bourjau, Hubener and Co		
Padang Padjang	July 4	Du. bk	523	Kehling	T. Kroes and Co		
Palawan	Aug 6	B. ship	694	Page	Lindsay and Co	London	Early
Perle	Oct 5	Ha. bk	270	Bosse	Wm. Pustau and Co		
Queen of the East	July 31	B. ship	854	Rees	Smith, Kennedy and Co	Liverpool	Early
Queen of the Ocean	July 23	B. ship	674	Ellison	Jardine, Matheson and Co	London	Early
Quivive		B. schr	107	Brown	David Sassoon, Sons and Co		
Recife	July 31	B. bark	481	Douglas	Blain, Tate and Co		
Rifle	Sept 5	B. bark	324	Elliot	Chapman, King and Co	London	Early
Rigi	Aug 21	Fr bk	400	Pontac	Vaucher, Frères	Nagasaki	9th inst
Roscote	Sept 22	B. ship	586	Newton	Johnson and Co		
Rolla	July 3	B. brig	144	Roberts	Hogg Brothers		
Roodee	Aug 2	B. ship	1035	Shelford	A. R. Tilby and Co	Liverpool	Early
Sagitta	Aug 29	Du. bk	275	Bakker	T. Kroes and Co		
Sailor Home	Aug 31	B. ship	1240	Bryant	D. Khakoo and Co	Liverpool	Early
Sarah Newman	June 16	A. ship	990	Cobb	Augustine Heard and Co	Hongkong	Early
Savoir Faire	Aug 4	B. ship	1396	Meikee	Turner and Co	Liverpool	Early
Sebastopool	Mar 16	B. ship	934	Lowther		*Laid up*	
Sir W. F. Williams	Sept 24	B. ship	769	Wilson	Shaw, Brothers and Co		
Sephie	Sept 28	Ha. sch	156	Gordon	Kunst Röhl and Co	Tientsin	Early
Southern Empire	June 16	B. ship	1142	Dunlop	Dadabhoy and Co	Liverpool	Early
Speedwell	Aug 24	Han. bk		Hick	Jardine, Matheson and Co		
Spirit of the Deep	Aug 21	B. ship	627	Hewitt	Jardine, Matheson and Co		
Springwood	Aug 21	B. ship	990	Smith	Mackenzie and Co	Fuchau	Imdt
Star	Sept 24	B. brig	251		Angel and Co	Taku	To-day
Statesman	Oct 5	B. bark	405	Morrison	Dow and Co		
Tofts-Comb	June 19	B. ship	673	McPhun	Hogg Brothers	London	cld 27 ult
Tory	Aug 15	B. bark	451	Barroe	Cama and Co		
Tycoon	July 30	B. bark	271	Burdis	A. R. Tilby and Co		
Ville De Granada	Sept 19	Fr bk	269	Bouyer	Vaucher, Frères		
White Eagle	Sept 2	B. ship	993	Williams	Olyphant and Co		
Woodville	Sept 14	B. bark	361	Lawrence	Lindsay and Co		
Wrecker	June 18	B. schr	148				

116 *Vessels.*]

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SHANGHAI TEA, SILK, COTTON AND OPIUM RETURNS. FOR SEASON 1864–1865.

From Imperial Maritime Customs.

TEA.

GREAT BRITAIN.

Ship.	Cleared	Destination	Congou	Souchong	Oolung	Flowery Pekoe.	Brick.	Total Black.	Japan Unclassed.	Sorts.	Young Hyson.	Hyson.	Hyson Skin.	Twankay.	Imperial.	Gun Powder.	Total Green.
Total as per last Report			177413.37	40.32	8.64	133.96	...	177596.29	775.13	11.00	9345.06	2030.71	169.26	1055.90	3315.84	7785.65	24488.55
Yarratilda,	Sept. 28	London	5165.06	...	...	...	...	5165.06	...	...	1011 13	46 93	...	79.31	351.61	911 96	2400.94
Leichhardt,	" 30	do	4093.26	...	...	...	...	4093.26	...	...	94.00	...	...	...	76.82	616.56	787.38
Queen of Nations	Oct. 5	do	5035.34	...	...	...	...	5035.34	...	...	817.37	147.97	...	111.16	386.15	881.20	2343 85
		Piculs.....	191707.03	40.32	8.64	133.96	..	191889 95	775.13	11.00	11267.56	2225.61	169.26	1246 37	4130 42	10195 37	30020.72

HONGKONG AND COAST PORTS.

Ship	Cleared	Destination	Congou	Souchong	Oolung.	Flowery Pekoe.	Brick.	Total Black.	Japan Unclassed.	Sorts.	Young Hyson.	Hyson.	Hyson Skin.	Twankay.	Imperial.	Gun Powder.	Total Green.
Total as per last Report			3503.29	0.90	...	...	140.00	3644.19	182.74	...	0.23	145.55	...	...	0.22	11.22	339.96
Sir H. Parkes..	Oct. 1	Hongkong	...	...	...	...	...	...	...	...	...	177.34	...	...	...	...	177.34
Meta	" 4	Castries Bay	...	...	...	...	...	...	...	...	2.40	...	...	...	...	...	2.40
Dumbarton.....	" 5	Hongkong	...	...	...	...	...	...	...	...	19.25	...	...	...	...	...	19 25
Ying-tze-fei....	" 8	Trentsin	...	...	...	...	280 00	280.00	...	...	...	...	...	...	...	...	...
		Piculs.....	3503.29	0.90	...	...	420.00	3924.19	182.74	...	22.58	322 89	...	...	0.22	11.22	539 65

UNITED STATES.

Ship.	Cleared.	Destination.	Congou.	Souchong.	Oolung.	Flowery Pekoe.	Brick.	Total Black.	Japan Unclassed.	Sorts.	Young Hyson.	Hyson.	Hyson Skin.	Twankay.	Imperial	Gun Powder.	Total Green.
Total as per last Report.....		...	...	...	...	...	...	...	...	...	97.60	...	...	...	137 55	73 62	308.77
Prince of Wales	Sept. 22	New York.	...	...	...	...	...	...	...	...	755.41	208.47	110 60	130.53	251 60	26.32	1482.93
			...	...	...	...	...	...	...	...	853.01	208.47	110 60	130 53	389.15	99.94	1791.70

SILK.

GREAT BRITAIN.

Ship	Cleared	Destination	Raw Bales	Raw Piculs	Thrown Bales	Thrown Piculs	Total Bales	Total Piculs	Japan Re-exports Bales	Japan Re-exports Piculs	Japan Transhipment Bales	Japan Transhipment Piculs	Coarse Bls.	Coarse Pls	Refuse Bales	Refuse Piculs	Cocoons Bales	Cocoons Piculs
Total as	per last	Report....	1288	1027.86	.....		1288	1027.86	52	33 91½	.....		10	14.34	291	550.37	.....	
Yarratilda	Sept 28	London	....		.....		....	.....		.....	.....		....		3	6 02	.....	
Leichhardt	" 30	"	46	36.80	.....		46	36.80		.....	.....		....		5	14 07	.....	
Queen of Nations	Oct. 5	"	41	32 69	.....		41	32.69	17	11.31	.....		....		132	253.03	.....	
			1375	1097.35	.....		1375	1097.35	69	45 22½	.....		10	14.34	431	823 47	.....	

HONGKONG.

Ship	Cleared	Destination	Raw Bales	Raw Piculs	Thrown Bales	Thrown Piculs	Total Bales	Total Piculs	Japan Re-exports Bales	Japan Re-exports Piculs	Japan Transhipments Bales	Japan Transhipments Piculs	Coarse Bls	Coarse Pls	Refuse Bales	Refuse Piculs	Cocoons Bales	Cocoons Piculs
Total as per	last Re	port	10300	8191.46	7	7.20	10307	8198.66	64	119.76½	1075		..		....		87	130.00
Hydaspe,	Sept 17	Hongkong	4	4 70	....		4	4.70		....	....		..		....		....	
Ganges,	" 22	"	35	28 00			35	28.00			126		7	5.53	....			
			10339	8224.16	7	7 20	10346	8231.36	64	119.76½	1201		7	5.53	....		87	130.00

COAST PORTS.

Ship.	Cleared.	Destination	Raw. Bales	Raw. Piculs	Thrown Bales	Thrown Piculs	Total. Bales	Total. Piculs	Japan Re-exports Bales	Japan Re-exports Piculs	Japan Transhipments Bales	Japan Transhipments Piculs	Coarse Bls.	Coarse Pls	Refuse Bales	Refuse Piculs	Cocoons Bales	Cocoons Piculs
Total as	per last	Report....	29	23.20	.....		29	23.20	....		....		..		2	1.22	1	1.05
Burman	Oct. 5	Foochow ..	6	4.80	....		6	4 80	....		....		..		....		....	
			35	28.00	....		35	28 00	....		....		..		2	1 22	1	1.05

UNITED STATES.

Ship	Cleared	Destination	Raw. Bales	Raw. Piculs	Thrown Bales	Thrown Piculs	Total Bales	Total Piculs	Japan Re-exports Bales	Japan Re-exports Piculs	Japan Transhipments Bales	Japan Transhipments Piculs	Coarse Bls.	Coarse Pls	Refuse Bales	Refuse Piculs	Cocoons Bales	Cocoons Piculs
Total as per	last Report..		51	40.76	....		51	40.76	74	55.99	....		..		....		....	
P. of Wales	Sept. 22	New York	47	37 59	....		47	37.59		....	9		..		....		....	
			98	78 35	....		98	78 35	74	55 99	9		..		....		....	

THE CONTINENT.

Ship.	Cleared	Destination	Raw Bales.	Raw Piculs	Thrown Bales	Thrown Piculs	Total Bales	Total Piculs	Japan Re-exports Bales	Japan Re-exports Piculs	Japan Transhipment Bales	Japan Transhipment Piculs	Coarse Bls	Coarse Pls	Refuse Bales	Refuse Piculs	Cocoons. Bls.	Cocoons. Pls
Hydaspe	Sept. 17	Marseilles	487	397.64	.....		487	397.64	....		....		....		....		....	

COTTON.

Ship.	Cleared	Great Britain. Export	Great Britain. Re-export	Great Britain. Transhipped	Hongkong. Export	Hongkong. Re-export	Hongkong. Transhipped	Coast Ports. Export	Coast Ports. Re-export	Coast Ports. Transhipped	India. Export	India. Re-export	India. Transhipped	America. Export	America. Re-export	America. Transhipped	Total. Piculs.
Total as per last Report.....		58.875	22,285	..	17,189	5,622	1,369	14,379	851	102	..	..	..	..	..	..	116,672
Tyne mouth	Sept. 30	..	..	..	..	..	..	230	..	..	..	..	..	..	..	..	230
Sir Harry Parkes.....	Oct. 1	..	..	..	408	72	..	959	..	..	..	..	..	..	..	..	1,439
Dumbarton.....	" 5	..	..	..	1,244	..	..	1,631	..	..	..	..	..	..	..	..	2,875
Padel	" 5	..	..	..	..	..	..	628	..	..	..	..	..	..	..	..	628
Burman	" 5	..	..	..	..	..	..	121	..	..	..	..	..	..	..	..	121
E-lee	" 6	..	..	..	..	..	..	582	..	..	..	..	..	..	..	..	582
		58.875	22.285	..	18,841	5,694	1,369	14,521	851	102	..	..	..	..	..	..	122,554

N.B.—In the above list fractions of a picul less than one half are neglected, while portions greater than one half are counted as one picul.

OPIUM.

From July 1st to October 1st, 1864.

IMPORTED.

	Malwa. Chests.	Malwa. Weight.	Patna and Benares. Chests	Patna and Benares. Weight.	Persian. Chests	Persian. Weight.
Total as per last Report.	4700	4700.00	2427	2912 40	1	1.00
Imported and stored on board Receiving Vessels, ...	146	146.00	148	177 60	..	..
Imported direct to the shore, ...	..	..	2	2.40	..	..
Total..	4846	4846.00	2577	3092 40	1	1 00

Landed from Receiving Vessels and intended chiefly for Local consumption.

	Malwa. Chests.	Malwa. Weight.	Patna and Benares Chests.	Patna and Benares Weight.
Total as per last Report.	3954	2950.25	1982	2478.25
From Sept. 24th to Oct. 1st	113½	113.50	177	212.40
Total ..	3167½	2163.75	2159	2690.65

RE-EXPORTED.

Description.	Chinkiang. Chests.	Chinkiang. Weight	Kiukiang. Chests.	Kiukiang. Weight.	Hankow. Chests.	Hankow. Weight	Chefoo. Chests.	Chefoo. Weight	Tientsin. Chests.	Tientsin. Weight.	Newchwang. Chests.	Newchwang. Weight	Ningpo. Chests	Ningpo. Weight.	Foochow. Chests.	Foochow. Weight.	Hongkong. Chests.	Hongkong. Weight.	Takao. Chests.	Takao. Weight	Total. Chests.	Total. Weight.
Total as per last Report	301½	307 50	753	753 20	408	411.20	188	189.20	705	711.80	288	288.00	501½	513 25	5	5.00	2	1.00	11	13 20	3165	3187 95
Malwa.....	47	47.00	5	5.00	40	40.00	..	..	25	25.00	..	..	99	99 00	..	..	..	..	..	..	2.6	216.00
	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Total....	348½	348 50	758	758 20	448	451 20	188	189.20	730	736.80	288	288	600½	612.25	5	5.00	2	1.00	11	13.20	3381	3403.95

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